REEDLEY GENERAL PLAN

OCTOBER 1977

THE COUNTY OF FRESNO 1856

PLANNING DEPARTMENT

4499 E. KINGS CANYON ROAD FRESNO, CALIFORNIA 93702 PHONE 488- 3877

November 10, 1977

Mr. Nicholas A. Pavlovich
City Administrator
City of Reedley
845 G Street
Reedley, California 93654

Dear Mr. Pavlovich:

This document contains the Reedley General Plan as approved by the Reedley City Planning Commission and adopted by the Reedley City Council on October 18, 1977. It updates and replaces the City's 1964 General Plan and establishes the City's official urban growth and development policies for the next 20 years.

The document was prepared in accordance with the Work Program approved by the Planning Commission in October, 1976, and includes eight of the nine State-mandated General Plan Elements. The Work Program did not provide for the preparation of the Housing Element which is mandated by the State and which should be prepared and adopted by the City once State guidelines are approved. Each of the elements contained within the Plan has been written to meet the requirements of the State of California planning law.

We recommend that the Plan be kept under continual review and amended as necessary to keep it a current planning document.

We have sincerely appreciated this opportunity to assist the City of Reedley in the preparation of this Plan. We wish to thank the members of the Planning Commission, Parks and Recreation Commission, City Council, City staff, and the public who participated in the eight months of citizen participation workshops for guiding the development of the new General Plan.

Sincerely,

Donald Livingston

Donald Livingston
Director of Planning

DL:jp

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100 GENERAL PLAN INTRODUCTION

101 SCOPE AND PURPOSE

A general plan is a comprehensive, long-range policies document, which, when adopted by a city council, comprises the official statement of a city toward the future character and quality of development in the planning area. State planning law (Section 65300 of the California Government Code) requires each city to prepare and adopt a general plan consisting of nine mandated elements: Land Use, Circulation, Scenic Highways, Housing, Conservation, Open Space, Safety, Seismic Safety, and Noise. The law also provides that a general plan may contain those additional elements which, in the judgement of the planning agency, relate to the physical development of the community.

The Reedley General Plan is intended to conform with the Government Code sections relevant to the mandatory general plan elements. In addition to containing the mandated elements, the Plan includes certain permissive elements, such as a Recreation Element and a comprehensive Transportation Element which contains non-mandated sections on bikeways, public transit, rail, and air transportation facilities, and truck routes. The Plan provides the basis for establishing consistency between the General Plan and Title VIII of the City Code, entitled "Zoning," (hereinafter referred to as the City Zoning Ordinance), as required by Section 65860 of the Government Code.

The policies in this Plan are designed to enhance Reedley's existing urban environment. Further, they seek to encourage new urban growth and development, providing that such growth will have minimal adverse impacts upon the environment, will enhance the stability of the local economy, and will be within the capability of the City and other service entities to provide necessary urban services.

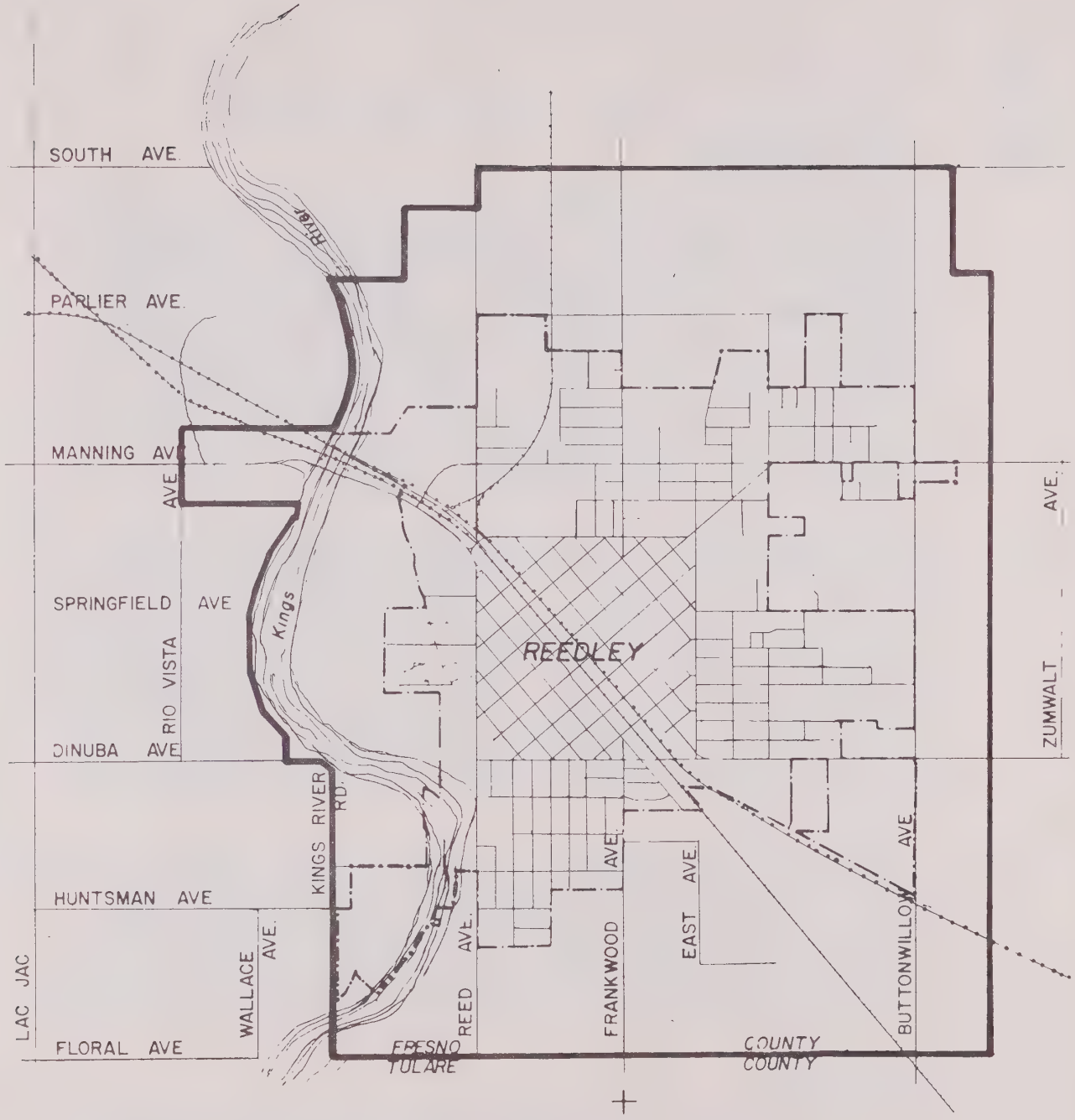
102 PLANNING AREA

The Planning Area is the territory contained within the Reedley Sphere of Influence line as adopted by the Fresno County Local Agency Formation Commission (LAFCO) in 1974. The Plan will, therefore, cover territory both within the City's jurisdiction and land outside its boundaries which bears relation to its planning. The Planning Area boundary is illustrated on Figure One.

103 PLANNING PERIOD

Although the General Plan is placed within an initial time frame through 1995, a new plan will not have to be prepared at the end of the time frame. Policy adjustments required by changing public attitudes and differing circumstances can be made to

FIGURE I



LEGEND

PLANNING AREA BOUNDARY (SPHERE OF INFLUENCE LINE) ——————

CITY LIMITS —·—·—

SOURCE: FRESNO COUNTY LAFCO; CITY OF REEDLEY

REEDLEY GENERAL PLAN

REEDLEY PLANNING AREA

JUNE 1977

N O R T H

0 1/4 1/2

MILES

each of the mandatory elements of the Plan as often as three times per year. This opportunity for review and update insures that the Plan can remain current, thus extending its continued effectiveness to the City as an expression of official policies concerning the future.

104 PLAN FORMAT

The General Plan is composed of text and maps. The text identifies and analyzes the principal physical development issues facing the Planning Area, describes Plan proposals, and includes statements of Plan objectives, policies, standards, and definitions. While objectives and policies are presented in the text of the Plan, standards, definitions and general background information are generally found in the Appendices. General Plan implementation methods and procedures are presented as policy statements. The General Plan diagram shows the planned land uses and indicates the street and highway functional classification system. Other descriptive and plan maps are included in the document.

The General Plan is intended to present a clear and concise statement of City policies toward development and to accommodate additions and modifications necessary for future updating. The following numerical codes identify the various sections of the Plan, aid faster reference, and allow for amendment by code section.

Section 100 is this introduction to the Plan.

Section 200 is the Land Use Element which describes the projected population and other growth indicators, the limits to development, the urban growth management policies and the agricultural, residential, commercial, industrial, and public land uses and policies.

Section 300 is the Transportation Element which incorporates the streets and highways circulation system, bikeways, public transit, rail, and airport systems, and an analysis of the truck route system. Refer to Appendix D for the truck route plan map.

Section 400 is the Scenic Highways Element.

Section 500 is the Housing Element.

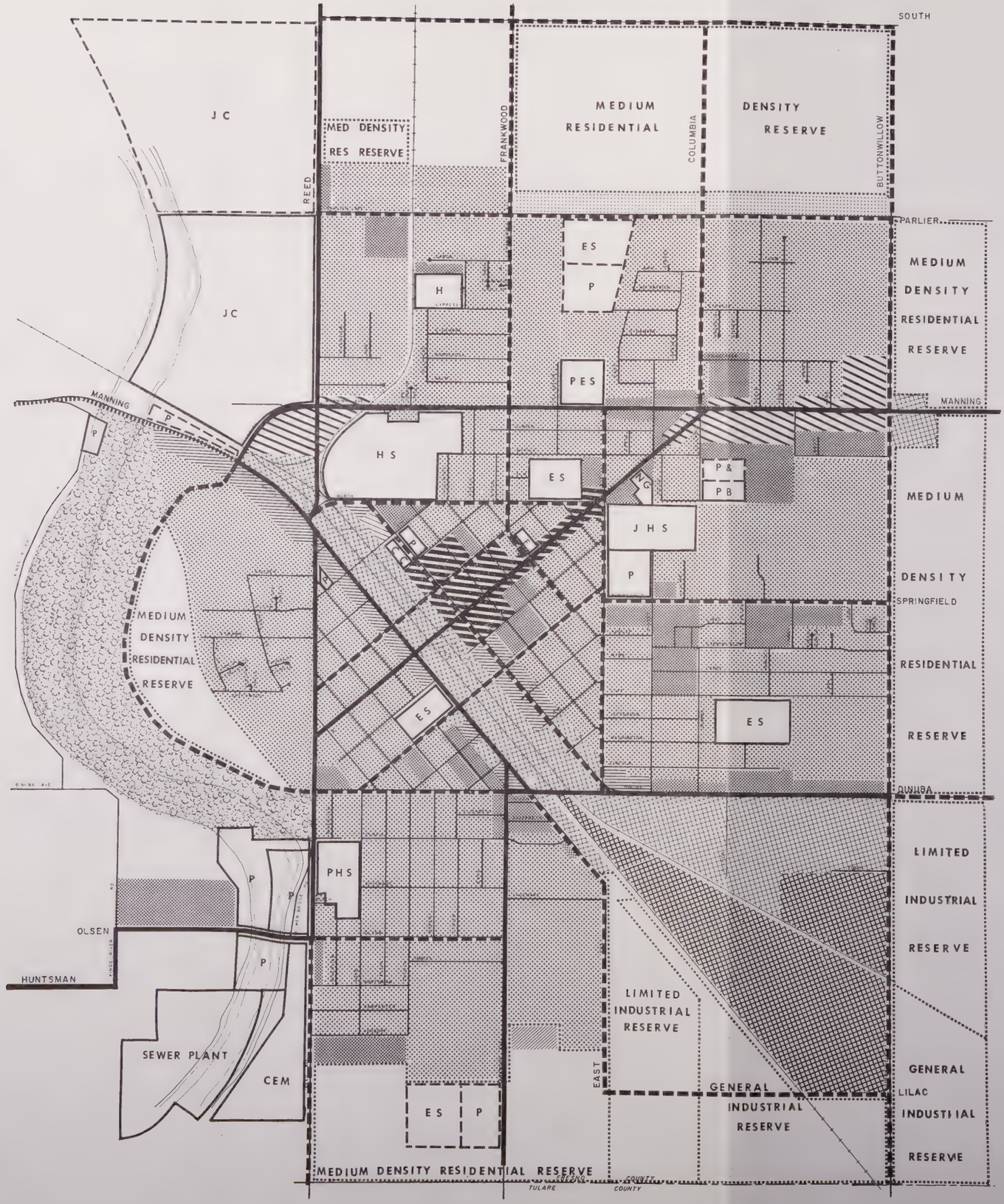
Section 600 is the combined Open Space, Conservation, and Recreation Element.

Section 700 is the combined Safety and Seismic Safety Element.

Section 800 is the Noise Element.

Section 900 combines the Appendices of all the elements and specifically contains the Zoning Compatibility Matrix which serves as a guide to establishing consistency between the General Plan and the City's Zoning Ordinance.

LAND USE ELEMENT



REEDLEY GENERAL PLAN

LAND USE ELEMENT AND STREET AND HIGHWAY CIRCULATION PLAN

- AGRICULTURE
- OPEN SPACE
- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CENTRAL
  - SERVICE
  - COMMUNITY
  - NEIGHBORHOOD
  - OFFICE
- INDUSTRIAL
  - LIMITED
  - GENERAL
- PUBLIC FACILITIES
  - PUBLIC SCHOOLS — EXISTING S — PROPOSED S
  - PRIVATE SCHOOLS — PS
  - COMMUNITY COLLEGE — EXISTING JC — PROPOSED JC
  - PARK — EXISTING P — PROPOSED P
  - NATIONAL GUARD — NG
  - PARK & PONDING BASIN — EXISTING P&PB — PROPOSED P&PB
  - HOSPITAL — H
  - CEMETERY — CEM
  - CIVIC CENTER — CC
  - FIRE STATION — F
- RESERVE (INTERIM USE AG.)
- CIRCULATION
  - MAJOR ARTERIAL
  - ARTERIAL
  - COLLECTOR

NORTH

0 500 1000 1500

SCALE IN FEET

OCTOBER 1977

200 LAND USE ELEMENT

201 INTRODUCTION

Although the development of land is generally considered essential for economic growth, it could generate serious problems if improperly planned. Reedley's historical and present economic base is strongly tied to agriculture. The loss of agricultural land to intensive development may adversely affect Reedley's agricultural economic base. Improperly planned growth could also: (a) strain the City's ability to provide necessary urban services; (b) allow for the establishment of conflicting and otherwise undesirable land use patterns; and (c) result in improper development of flood prone areas and of lands where soil or geologic conditions pose severe limitations to intensive development.

The Land Use Element anticipates Reedley's growth and establishes urban development policies and a land use pattern which seek to minimize the potentially adverse impact of development on the local economy and environment.

202 DETERMINANTS OF CHANGE

This section of the Land Use Element evaluates the many growth-inducing factors and limits to development which will determine the extent and rate of future urban growth within the Reedley Planning Area. As such, these factors provide the basis for the plan maps and policy statements which follow both in this and in subsequent elements of the General Plan.

202-01: GROWTH INDICATORS

1.00 *Population*

The City of Reedley population data presented in Table One are a major indicator of the City's future growth trends. The table indicates that the City can anticipate a 38 to 62 percent increase in its population between 1976 and 1995. Such an increase will warrant a demand for additional urban land within the Planning Area.

TABLE ONE
CITY OF REEDLEY POPULATION GROWTH, 1960-1995

Year	Population	Source of Information
1960	5,850	Actual count by U.S. Bureau of Census, 1960
1970	8,131	Actual count by U.S. Bureau of Census, 1970
1976	9,950	Estimate by California State Dept. of Finance, 1977
1980	10,353	Projection by Fresno County Planning Department, 1977
1990	12,621-14,285	Projections by Fresno County Planning Department, 1977 & 1974
1995	13,755-16,155	Projections by Fresno County Planning Department, 1977 & 1974

The table provides both low and high population estimates for the years 1990 and 1995. The inclusion of a range of estimates increases the potential reliability of the population data over a long-term period during which any single estimate might prove to be inaccurate. The low estimates were prepared by the Fresno County Planning Department in 1977, while the high estimates were made by the Department in 1974.

The above projections assume that those various factors and conditions which produced past growth will continue to exist in the future. These factors included land availability, the City's ability to provide a full range of urban services to new development, and the availability of employment, educational, and recreational opportunities. The existence of these conditions tended to attract new residents to the community. Future population increases will, therefore, actually depend on the continued presence of these growth-inducing conditions.

2.00 *Land Availability*

There is a considerable amount of undeveloped, underdeveloped, and agricultural land which is potentially available for urban development within the area bounded by Parlier, Buttonwillow, Floral, and Reed Avenues. Specifically, if this area were to be almost entirely developed with conventional single-family dwelling units, it could accommodate approximately 15,350 people which is well in excess of the low population figure projected for the year 1995 and almost 95 percent of the higher population figure projected for that year. In addition, much of this land is in large parcels and relatively close to the urban service network--both factors making it potentially attractive to developers.

Additional large parcels, potentially available for development, are also to be found in the area between Reed Avenue and the Kings River, although some of this land is prone to flooding. While existing rural development may somewhat hinder urban expansion in the area north of Parlier Avenue and east of Frankwood Avenue, some large, potentially developable parcels are to be found in that area as well as to the east of Buttonwillow Avenue.

Land availability, therefore, exceeds probable and expected growth and cannot be considered a factor restricting the potential for population increase.

3.00 *Urban Services*

The City provides a full range of urban services to the incorporated area including sewer, water, storm drainage, and park facilities as well as police and fire protection services. While sewer, water, and storm drainage lines can be extended to serve the expanding urban area, the City will need to enlarge the sewer treatment plant's capacity to meet future growth needs.

In addition, the Planning Area has a full range of educational facilities including public and private schools and a junior college.

Refer to Section 215, Public and Institutional Land Use, for a more complete description of public facilities other than parks and to the Open Space Element (Section 600) for an analysis of urban recreational opportunities.

4.00 *Employment Base*

Reedley's future growth will continue to be influenced by agriculture, which is its principal economic base, and by the service demands placed on the community by this industry. However, the population which can be supported will also depend upon the expansion of other industrial employment opportunities.

The Land Use Element incorporates policies intended to encourage additional planned industrial growth. The Plan provides a large amount of additional potentially available industrial land--much of it in large tracts with good access to rail and urban services. Section 306 of the Transportation Element describes the City's plan to acquire and develop a municipal airport. The establishment of such an airport should act as an added incentive for industrial growth. Other employment opportunities are available nearby due to Reedley's proximity to the larger Fresno Metropolitan Area job market.

202-02: L I M I T S T O D E V E L O P M E N T

Reedley's potential for future urban growth may, however, be restricted by the following factors:

1.00 *Geographic Boundaries*

The Kings River, west of Reedley, is the only physical limit to development, generally allowing only limited urbanization to occur on the west bank, near the two bridges.

The Fresno-Tulare County line, which is approximately 1/2 mile south of some portions of the City, restricts development in that direction. In addition, it is City policy to provide new urban services only to areas which are located within the City limits. This policy is used to direct and control growth.

2.00 *Flooding Hazards*

The U.S. Geological Survey has delineated a portion of the area between Reed Avenue and the Kings River as flood-prone. The Safety Element includes a description of the hazard together with a map of the flood-prone area. The Safety Element, together with the Open Space Element, establish detailed policies with regard to urban development in the flood hazard areas.

3.00 *Soil Limitations*

According to the U.S. Soil Conservation Service, portions of the Planning Area have soils which exhibit moderate-to-severe limitations for supporting building foundations. These potentially hazardous areas are described in the Geologic Hazards unit of the Safety Element (Section 704) together with the mitigation measures which are designed to guide urban development within these geologically hazardous areas.

4.00 *Agriculture and Rural Development*

The Reedley area has a large amount of productive and potentially productive agricultural land. Land Use Element policies seek to minimize its premature conversion to urban uses.

In addition, existing intensive agricultural uses and rural development may limit the opportunities for urban expansion in some areas north of Parlier Avenue.

210 DEVELOPMENT POLICIES

210-01: LAND USE ELEMENT OBJECTIVES

The following is a set of overall objectives for the future land use of the Reedley Planning Area. They form the basis for the more detailed statements of objectives and policies which are included later under the appropriate sections of the Element. These objectives are derived, in part, from the more specific statements of overall objectives which were included in the 1964 Plan.

1.00 Protect the agricultural economic base of the Reedley area by encouraging the preservation of the maximum feasible amount of productive and potentially productive agricultural land.

2.00 Establish a pattern of urban development which provides for the economically efficient provision of urban services.

3.00 Seek a balanced and compatible distribution of land uses which accommodates the projected population growth.

4.00 Encourage the proper management of land which exhibits flooding and geologic hazards.

210-02: L A N D U S E D E S I G N A T I O N S

The following is a list and description of the land use designations which are used on the Plan map. The designations are intended to facilitate understanding and minimize the potential for misinterpreting the General Plan.

Although the industrial, public facility, and agricultural designations are similar to those used in the 1964 Plan, the residential and commercial categories have been modified to reflect contemporary development patterns and the City's zoning ordinance.

The designations, to some extent, express policy intentions and are, therefore, reflective of City policy. More detailed discussion of land use policies can be found in the appropriate sections of the Land Use and Open Space Elements.

1.00 AGRICULTURE shall mean land designated for the production of crops and livestock, and for the location of necessary agricultural processing, storage and other related facilities.

2.00 RESERVE shall mean land designated for limited agriculture with an indication of the future urban land use. Development of the indicated urban use will usually not occur until the property has been annexed to the City.

3.00 LOW DENSITY RESIDENTIAL shall mean land designated for residential development at a density not to exceed one dwelling unit per 12,000 square feet of lot area.

4.00 MEDIUM DENSITY RESIDENTIAL shall mean land designated for residential development at a density generally not to exceed one dwelling unit per 6,000 square feet of lot area. In certain circumstances (refer to 212-03:2.00), a limited number of lots may, however, be developed at a density not to exceed 3,000 square feet of lot area per dwelling unit.

5.00 HIGH DENSITY RESIDENTIAL shall mean land designated for residential development at a density not to exceed one dwelling unit per 1,500 square feet of lot area.

6.00 OFFICE COMMERCIAL shall mean land designated for development of administrative, business, medical, professional, and general offices but also provides for residential uses.

7.00 NEIGHBORHOOD COMMERCIAL shall mean land designated for the various intensities of commercial activities serving a local area. Such activities may range from a single commercial use to a neighborhood shopping center of up to five acres.

8.00 COMMUNITY COMMERCIAL shall mean land outside the central core which is designated for the development of a wide range of retail uses and professional and governmental offices designed to serve the entire community. Where possible, the uses should be concentrated into unified retail centers.

9.00 CENTRAL BUSINESS COMMERCIAL shall mean land designated for the development of a commercial center where a wide range of retail services and professional and governmental offices is concentrated in a location that is central to most community residents.

10.00 SERVICE COMMERCIAL shall mean land designated for general commercial uses which, due to space requirements or the distinctive nature of their operations, are not usually located in commercial centers.

11.00 LIMITED INDUSTRIAL shall mean land designated for restricted, non-intensive manufacturing, processing, and storage activities which do not have detrimental impacts on surrounding properties.

12.00 GENERAL INDUSTRIAL shall mean land designated for the full range of manufacturing, processing, and storage activities.

13.00 PUBLIC FACILITIES shall mean land designated for the location of services which are necessary to the welfare of the community. Typical uses include liquid waste disposal sites, ponding basins, parks, schools, and cemeteries. Public facilities are generally self explanatory on the Plan map.

14.00 OPEN SPACE shall mean land or water areas which are essentially unimproved with urban uses other than recreational facilities and designated for an open space use. Typical areas include wildlife habitats, floodplain land, and other hazard areas and public and private recreational facilities. Agricultural uses may also be permitted in open space areas.

210-03 URBAN GROWTH MANAGEMENT

1.00 INTRODUCTION

Anticipated future population and economic growth in the Reedley Planning Area will create a demand for the conversion of productive agricultural land to urban uses. The conversion of individual agricultural properties has the rippling effect of causing adjoin-

ing parcels to be converted to non-agricultural uses because of rising taxes and the inhibiting effect of increased people on normal agricultural operations.

If unplanned and uncontrolled, such urban growth can not only change the whole character and economic base of the community, but could cost local government in the Reedley area more for additional urban services and facilities than the amount it would receive from new tax revenues.

Reedley's future urban growth will necessarily require the continued conversion of productive farmland to intensive non-agricultural uses. However, the policies in this section seek, where possible, to minimize the premature and unplanned conversion of agricultural land primarily by recommending the establishment of an urban growth management program designed to assure orderly growth on the urban fringe. These policies form the basis for the more specific growth management policies which are included later under the appropriate sections of the Land Use Element.

2.00 OBJECTIVES

2.01 Establish urban growth management policies which seek to minimize the premature conversion of productive and potentially productive agricultural land to urban uses.

2.02 Encourage a concentrated urban land use pattern which provides for the economically efficient provision of urban services.

2.03 Seek the cooperation of Fresno County in accomplishing objectives 210-03:2.01 and 2.02.

3.00 POLICIES

3.01 The Plan should foster the establishment of a concentrated urban development pattern, with land outside the planned urban area being designated exclusively for Agriculture. Planned agricultural land shall be preserved in accordance with the policies under 211-03:2.00.

3.02 Within the existing non-urban areas planned for future urban development, the City should establish an urban growth management program which consists of the following points:

a. New urban development should be phased so that it occurs in an orderly manner with initial development occurring on the available undeveloped properties which are closer to the built-up area. Specifically, development should occur in accordance with policies 213-03:6.00; 213-03:11.00; 214-03:16.00; and 215-03:1.00, 2.00 and 3.00.

b. Urban growth reserves should be established within areas which are generally suitable for eventual development within the planning period but because of their location on the outer fringe of the community, are currently either: (1) beyond the urban service delivery system, or (2) are located adjacent to currently undeveloped lands which are closer-in to the built-up area. Urban growth reserves should be developed in accordance with Policies 212-03:6.03 and 214-03:16.03.

c. Fresno County should be encouraged to zone for "limited agriculture" existing non-urban land which is planned for urban uses. Limited agriculture zoning is intended, in part, to hold agricultural land for eventual urban development.

d. Fresno County should be encouraged to accept contracts in accordance with the California Land Conservation Act Program. The City should formally "protest" such contracts in order to assure that they can be cancelled immediately upon annexation to the City and that the land can be converted to urban uses as soon as it is needed.

e. The City should provide urban services only to development within the City as a means of controlling and directing growth.

f. Fresno County should refer all applicants for subdivision, rezoning, and conditional use permit to the City for annexation, so that all urban development within the Planning Area occurs within the City.

g. Specific development proposals filed with the City for land which is suitable for annexation should be: (1) prezoned, or (2) zoned consistent with the General Plan within a reasonable time after annexation to the City.

211 AGRICULTURAL LAND USE

211-01: I N T R O D U C T I O N

Certain agricultural lands, due to inherent capabilities of the soil, have the ability to produce greater sustained yields and/or a wider variety of crops than do other agricultural lands. Reedley has substantial areas of such highly productive Class I and II (prime) agricultural land. Figure Two indicates that this prime soil is located in a large north-south band generally to the west of the East Avenue alignment. Large areas of prime farm land are also found to the south of Dinuba Avenue and on the east near Buttonwillow Avenue.

Much of the prime agricultural land has already been converted to urban uses, and conversion will continue as urban growth occurs in the future. Such conversion tends to diminish the area's agricultural production capability and the economic viability of agriculture. It may have a detrimental impact on surrounding

FIGURE 2

LEGEND

PRIME (CLASS 1 & 2) SOILS

SOURCE: U.S. SOIL CONSERVATION SERVICE

REEDLEY GENERAL PLAN

PRIME AGRICULTURAL SOILS

JUNE 1977

NORTH

0 1/8 1/4 MILES

agricultural operations to the extent that further losses in production may occur. The policy statements in this section, therefore, reflect a basic commitment to preserve the existing productive and potentially productive agricultural land for as long as possible while recognizing the need to maintain economic stability and allow for urban growth.

The Plan map indicates the location of the land designated for Agriculture. All the designated agricultural land is located in the unincorporated fringe area of the community and is, therefore, under the jurisdiction of Fresno County. For that reason, many of the policies included in this section of the Land Use Element refer to actions necessarily effected by the County.

Most of the property designated for Agriculture has already been zoned AE-20 by Fresno County. This zone is intended to be an exclusive district for agriculture and for those uses which are a necessary and an integral part of an agricultural operation. More specifically, it is designed to protect agriculture from encroachment of non-related uses which would be injurious to agriculture. The district establishes a minimum 20-acre parcel size for newly created lots.

In addition, as indicated on Figure 3, the County has entered into California Land Conservation Contracts in several areas of the urban fringe. All of the contracts have been formally protested by the City which means that a contract could be cancelled immediately upon annexation to the City.

211-02: O B J E C T I V E S

1.00 Encourage the preservation of the maximum feasible amount of existing productive and potentially productive agricultural land while recognizing the need to allow for urban growth.

2.00 Seek the cooperation of Fresno County in accomplishing 211-02:1.00.

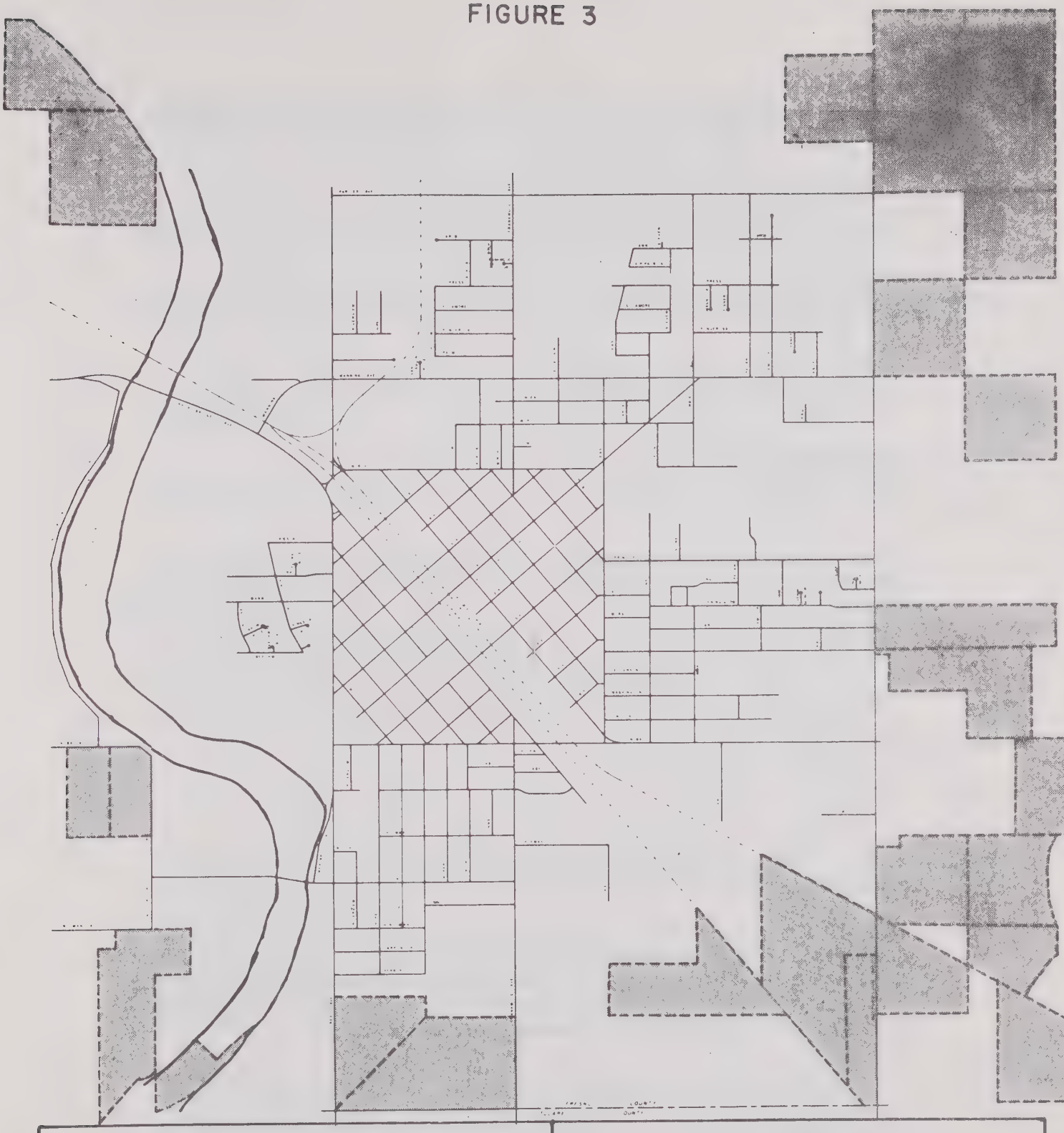
211-03 P O L I C I E S

1.00 Productive agricultural land includes soils which are suitable for the production of most climatically adapted irrigated crops. Such land includes the following soils:

1.01 Class I or II soils, as defined by the Soil Conservation Service rating system;

1.02 Other soils which through special management practices such as deep ripping of hardpan, leveling, drainage modification or toxic salt reduction have been made to meet the above criteria 211-03:1.01.

FIGURE 3



LEGEND

LANDS UNDER CONTRACT _ _ _

SOURCE: FRESNO COUNTY PLANNING DEPARTMENT

REEDLEY GENERAL PLAN

LAND CONSERVATION CONTRACTS

JUNE 1977

N O R T H

0 1/8 1/4 MILES

2.00 Within the areas designated on the Plan for Agriculture, the City should encourage Fresno County to:

2.01 Apply an exclusive agricultural zone district.

2.02 Maintain a minimum permitted lot size for agricultural land which assures that the land can be used for agricultural purposes.

2.03 Accept contracts in accordance with the California Land Conservation Act Program.

2.04 Establish and apply "Designated Floodway" and "Flood-Fringe" overlay zone districts within flood prone areas in accordance with Safety Element policy 703-03:2.00.

212 RESIDENTIAL LAND USE

212-01: I N T R O D U C T I O N

The Land Use Plan map identifies Low, Medium, and High Density Residential uses. These three designations recognize differences among residential environments. The intent is to establish residential environments which reflect particular lifestyle choices including dwelling unit type, density, and environmental setting. In keeping with this intent, the residential designations provide for the potential development of more than one type of dwelling unit.

212-02: O B J E C T I V E S

1.00 Provide for residential environments reflecting various lifestyle options and the needs of the community for shelter.

2.00 Insure that residential development occurs in a manner which recognizes the limitations caused by soil and physical features.

3.00 Establish a phasing program for the timely development of planned residential areas as determined by (a) community demand for residences, and (b) the need to minimize the premature conversion of agricultural lands to urban residential uses and to prevent the inefficient overextension of urban service facilities.

212-03: P O L I C I E S

1.00 Low Density Residential provides for residential opportunities which combine the space and privacy of a suburban setting with the amenities and services of an urban area. The predominant residential type is the single family dwelling unit. A minimum of 12,000 square feet of lot area per dwelling unit is permitted.

2.00 Medium Density Residential provides for a residential environment generally found in conventional single family subdivisions, and permits a minimum, generally, of 6,000 square feet of lot area per dwelling unit. Two- and three-family dwelling units, at a minimum of 3,000 square feet of lot area per dwelling unit may, however, be permitted on a limited basis where the higher density use will not adversely affect the predominant single family residential use.

3.00 High Density Residential provides predominantly for multiple family-type residential uses, but may also permit two- and three-family dwelling units. A minimum of 1,500 square feet of lot area per dwelling unit is permitted.

4.00 Community sewer and water service shall be required for residential developments.

5.00 Land located within the unincorporated area and planned for residential use should be developed within the City in accordance with policies 210-03:3.02(e) and (f).

6.00 Residential development should occur in an orderly manner and should be phased as follows:

6.01 First stage development should occur on the available vacant, underdeveloped, or agricultural properties already located in the City and planned for residential development.

6.02 Second stage development should occur on the available vacant, or agricultural lands which are in the unincorporated area and planned for residential development, but are not designated as residential reserves.

6.03 Third stage development should occur in the areas designated as Residential Reserves, but only after the available closer-in lands have undergone development and the necessary urban services have become available.

7.00 Planned residential uses in areas exhibiting moderate-to-severe soil limitations with respect to building foundation support, as determined by the U.S. Soil Conservation Service, shall be permitted to develop in accordance with Safety Element policies 704-04.

8.00 Residential development shall be permitted in flood-prone areas when the use is consistent with the Plan map and in accordance with Safety Element policies 703-03.

9.00 Planned unit developments may be permitted in planned residential areas subject to the provisions of section 216.

10.00 Mobile Home Parks may be permitted in planned residential areas subject to the provisions of section 212-07.

11.00 Administrative, business, medical, professional, and general offices may be permitted on a limited basis in planned Medium and High Density residential areas where the commercial use will not adversely affect the predominant residential use.

12.00 In order to insure better compatibility between the City Zoning Ordinance and the General Plan, the Ordinance should be amended as follows:

12.01 Amend the R-1-7 One-Family Zone district to permit a minimum of 6,000 square feet of lot area per dwelling. The R-1-7 district presently has a 7,000 square-foot minimum.

12.02 Amend the R-2 Three-Family Zone district to permit a minimum of 3,000 square feet of lot area per dwelling unit. The district presently has a 3,500 square-foot minimum.

212-04: PROPOSED LOW DENSITY RESIDENTIAL LAND USES

The Plan applies the Low Density designation only to the existing Low Density strip found along the north side of Parlier Avenue. Although other existing Low Density Residential uses are found in the built-up area, these properties over a period of time have generally been surrounded by higher density residential uses. Therefore, the existing Low Density uses in the built-up area are designated for Medium Density development in order to conform to the intensity of the surrounding use pattern.

212-05: PROPOSED MEDIUM DENSITY RESIDENTIAL LAND USES

Historically, the preferred residential pattern in Reedley has been Medium Density Residential development. A major emphasis of this Plan is to continue this trend. Most of the areas indicated for Medium Density represent existing zoning and land use patterns. In addition, the pattern is similar to the 1964 Plan, but this update shows an enlarged Medium Density pattern both within the built-up area and in the periphery of the community. It is anticipated that the amount of Medium Density Residential land which has been planned will be more than adequate to meet the projected 1995 demand for this type of housing.

New Medium Density development in recent years has been largely to the north. While the Plan continues this trend, by indicating new Medium Density Reserves north of Parlier Avenue, it also seeks to balance northern development by encouraging growth east to the Sphere-of-Influence line, south to Floral Avenue, and west to the planned Open Space area near the Kings River. In addition, three large areas along the west side of Buttonwillow Avenue which were designated for Agriculture in the 1964 Plan are now indicated for Medium Density development.

212-06: PROPOSED HIGH DENSITY RESIDENTIAL LAND USES

Most of the areas designated on the Plan map for High Density reflect existing commitments due to zoning or actual use. Although some of the High Density pattern is generally similar to that indicated on the 1964 Plan, certain of the High Density uses shown on the earlier Plan have been eliminated or shifted in location to more effectively reflect current or most appropriate future land use patterns.

Other additional High Density Residential uses not previously indicated on the 1964 Plan include the High Density planned for:

1) The northeasterly corner of Reed and Parlier Avenues. This property has been zoned by the City Council to allow for High Density.

2) The area east of Columbia Avenue, between Ponderosa Avenue and the planned Community Commercial area on the north side of Manning Avenue. High density uses are appropriate at this site because it is already partially zoned for this use and also because it is bounded on the north by an existing apartment development and on the south by a planned commercial area.

3) The north side of Myrtle Avenue between Buttonwillow and Columbia Avenues and the area east of the Camacho Park and Drainage Retention Basin. This planned High Density use serves as a buffer between the commercial area immediately to the north and the planned Medium Density Residential land to the south.

4) The area bounded by Reed Avenue, Herbert Avenue, the Church Avenue alignment, and the Medium Density Residential Reserve.

5) The north side of Dinuba Avenue, between Buttonwillow Avenue and the Haney Avenue alignment. This use is intended to serve as a buffer between the planned industrial uses on the south side of Dinuba Avenue and the planned Medium Density Residential uses to the north.

6) The north side of Olsen Avenue, west of the Kings River. This property contains an existing mobile home park and is the location of a planned addition to that park. The entire development--including the planned addition--was approved previously by Fresno County.

212-07: MOBILE HOME PARKS

1.00 INTRODUCTION

Mobile home occupancy in Fresno County has increased dramatically in recent years and some developer interest has been expressed in

providing additional mobile home parks within the Reedley area during the planning period.

The potential for increased use of mobile homes as residences within the Reedley area requires the establishment of policies for the proper management of the parks to enhance their value and to insure their compatibility with surrounding land uses.

2.00 OBJECTIVE

Accommodate the use of mobile homes as an alternative residential dwelling type and insure the compatibility of mobile home parks with surrounding land uses.

3.00 POLICIES

3.01 The City Zoning Ordinance should be amended to:

a. Eliminate mobile home parks from the list of permitted uses in the Commercial Service zone district.

b. Establish a mobile home residential zone district which would serve as an overlay zone to residential zone districts, and would provide special standards for the development of mobile homes within the underlying district.

3.02 Mobile home parks may be permitted in areas designated for residential uses subject to the following provisions:

a. Within areas designated for Low, Medium, and High Density Residential development, mobile home parks may be permitted within a mobile home residential overlay district.

b. The most desirable location for a mobile home residential zone district is on the periphery of a residential neighborhood or in a transitional land use area.

c. The density of the mobile home residential district shall not exceed the maximum permitted density of the underlying residential designation.

d. Mobile home development shall have access to major streets.

e. Mobile home development shall incorporate design standards necessary to protect the quality and integrity of surrounding land uses.

3.03 The mobile home residential zone district shall include the following criteria:

a. A minimum area size for mobile home residential zone districts.

b. Community sewer and water services shall be required.

c. Mobile home development shall incorporate a comprehensive landscape plan designed to enhance the aesthetic quality of the park and provide buffering necessary to maintain harmony and compatibility with surrounding land uses.

213 COMMERCIAL LAND USE

213-01: I N T R O D U C T I O N

The Plan diagram identifies five commercial land use designations: Central Business Commercial, Service Commercial, Community Commercial, Neighborhood Commercial, and Office Commercial. The intent of the differentiation among the designations is to categorize various intensities of commercial development as well as to establish suitable locations and management policies for commercial development.

213-02: O B J E C T I V E S

1.00 Establish planned commercial areas to efficiently and effectively meet the needs of the public.

2.00 Provide for the compatibility of commercial land uses with surrounding land uses.

3.00 Provide for the timely development of planned commercial areas as determined by community needs and the availability of urban services.

4.00 Encourage further efforts to strengthen the Central Business area.

213-03: P O L I C I E S

1.00 Office Commercial provides for the location of administrative, business, medical, professional, and general offices. Residential development would also be appropriate in this land use designation. Since Office Commercial uses are intended as a transition area between residential and more intensive commercial uses, Office Commercial development should be designed to be compatible with the surrounding land use pattern.

2.00 Neighborhood Commercial provides for various intensities of commercial activities serving a local area. Such activities may range from a single commercial use to a neighborhood shopping center of up to five acres. Where possible, Neighborhood Commercial uses should be located in unified retail centers.

Neighborhood Commercial areas should be located near population centers and provide convenience goods, personal services, general merchandise and specialty items for the living needs of residents of the immediate neighborhood.

Visual compatibility with the surrounding residential pattern may be required.

Locations at one corner of an intersection are most appropriate.

3.00 Community Commercial supplements Central Business Commercial (refer to 213-03:4.00), retail, business, and other services by providing a wide range of consolidated shopping opportunities near residential concentrations. Such activities serve the entire community. The uses should be concentrated into unified retail centers of five to 15 acres. Visual compatibility with the surrounding residential pattern may be required.

4.00 Central Business Commercial provides for a wide range of retail, financial, professional, and governmental services in a location central to most community residents.

5.00 Service Commercial provides for general commercial uses which, due to space requirements or the distinctive nature of their operation, are not usually located in commercial centers. While Service Commercial areas allow for a full range of commercial uses, most commercial uses which can be located in Neighborhood and Community Commercial centers should be discouraged from locating in Service Commercial areas.

The designation would primarily permit repairing, rental, sales, storage, overnight lodging, and other intensive commercial activities. Service Commercial uses should be located along major streets where adequate vehicular access is available and where the permitted use will not adversely affect surrounding land uses.

6.00 Community sewer and water services shall be required for commercial development.

7.00 Planned commercial uses which are located within the unincorporated area should be developed within the City in accordance with policies 210-03:3.02(e) and (f).

8.00 Permanent off-street parking facilities may be required within designated commercial areas. The parking facility should be designed to be compatible with the surrounding land use pattern.

9.00 Planned commercial uses in areas exhibiting moderate-to-severe soil limitations with respect to building foundation support, as determined by the U.S. Soil Conservation Service, shall be permitted to develop in accordance with Safety Element policies 704-04.

10.00 Commercial uses shall be permitted in flood-prone areas when the use is consistent with the Plan map and in accordance with Safety Element policies 703-03.

11.00 The planned Neighborhood Commercial area should be permitted to develop only when the residential development in the immediate area justifies the need for the commercial land.

12.00 Planned unit developments may be permitted in planned commercial areas subject to the provisions of Section 216.

13.00 Encourage continued efforts to improve the appearance of the Central Business area.

14.00 In order to insure better compatibility between the City Zoning Ordinance and the General Plan, the Ordinance should be amended as follows:

14.01 Eliminate offices and clinics from the list of permitted uses in the Multiple-Family (R-3) zone district and establish a Residential and Professional Office zone district which would permit administrative, business, medical, and professional offices and single family, two- and three-family, and multiple-family residential uses.

14.02 Eliminate from the list of permitted uses in the Neighborhood Commercial (C-1) district all uses which service an area which is generally larger than the surrounding neighborhood. Uses such as supermarkets or department stores generally have a community-wide retail area.

14.03 Eliminate inappropriate industrial-type uses from the list of permitted uses in the Commercial Service (C-3) district.

14.04 Eliminate the Highway Commercial (C-H) zone district. The district is intended to provide commercial services for the interregional traveling public but has little applicability in Reedley. All Highway Commercial uses are allowed in other zone districts.

213-04: PROPOSED COMMERCIAL LAND USES

The Plan provides a total of approximately 117 acres of commercial land. On the basis of available commercial projections, it is anticipated that this amount of commercial land should be adequate to meet the demand up to 1995.

While most of the commercial land indicated on the Plan map reflects existing zoning and land use, as well as previous planning commitments, some of the proposed commercial land is new to this Plan.

The principal proposed commercial areas include:

The Central Business Commercial area which is generally located on G and F Streets, between 9th and 12th Streets and on both sides of 11th Street, between East Avenue and F Street.

The planned Office Commercial area which is located along the south side of G Street, between 8th Street and the 7th Street alignment.

The planned Neighborhood Commercial area which is shown along the east side of Frankwood within the southern portion of the Planning Area.

The Community Commercial areas which are planned principally at the corners of Reed and Manning Avenues and along portions of Manning Avenue and 11th Street between Sunset and Buttonwillow Avenues.

The various Service Commercial properties which include those along I Street/Upper Bridge Avenue and portions of G Street.

214 INDUSTRIAL LAND USE

214-01: I N T R O D U C T I O N

The Plan map identifies two industrial land use classifications: Limited Industry and General Industry. The differentiation is intended to direct industrial development to sites where conflicts with other land uses are minimized.

214-02: O B J E C T I V E S

1.00 Expand and diversify the industrial economic base.

2.00 Maintain planned industrial areas free of non-industrial uses.

3.00 Provide for the timely development of planned industrial areas as determined by community needs and the availability of urban services.

4.00 Provide for transitional, low intensity uses within planned industrial areas adjacent to non-industrial areas.

5.00 Maximize the compatibility of planned industrial areas with surrounding non-industrial uses.

6.00 Accommodate new industrial uses within planned industrial areas.

214-03: P O L I C I E S

1.00 Limited Industry provides for non-intensive manufacturing and storage activities which do not have detrimental impacts on surrounding properties. The City encourages Limited Industrial development in areas where the use is compatible with the existing or planned use on the surrounding property.

2.00 General Industry provides for a full range of manufacturing, processing, and storage activities. Land designated for General Industry may be developed to a less intensive industrial use.

3.00 Community sewer and water services shall be required for industrial development.

4.00 Planned industrial uses which are located within the unincorporated area should be developed within the City in accordance with policies 210-03:3.02(e) and (f).

5.00 Permanent off-street parking may be required within designated industrial areas. The parking should be designed to be compatible with the surrounding land use patterns.

6.00 Planned industrial uses in areas exhibiting moderate-to-severe soil limitations with respect to building foundation support, as determined by the U.S. Soil Conservation Service, shall be permitted to develop only in accordance with Safety Element Policies 704-04.

7.00 Industrial uses shall be permitted in flood-prone areas when the use is consistent with the Plan map and in accordance with Safety Element policies 703-03.

8.00 The City of Reedley may establish limitations on the size of an industry and on its time of operation.

9.00 Access to industrial areas should be by way of streets which are designed for industrial traffic in accordance with the street development standards found in the Transportation Element.

10.00 The City should develop a municipal airport as a means of providing an added incentive for industrial growth.

11.00 Planned industrial uses which are adjacent to planned non-industrial areas or to roads carrying significant non-industrial traffic should be designed to have landscaping and setbacks which are comparable to those required in the non-industrial area.

12.00 The City should permit the development of only Limited Industry uses within planned industrial areas adjacent to planned non-industrial property.

13.00 New industrial uses should be encouraged to concentrate in the southeastern portion of the Planning Area where they are downwind from other less intensive uses.

14.00 New industrial uses which are proposed for development within the planned industrial area located between G and I Streets, in the central core of the community, should be carefully evaluated to insure that they do not have a detrimental effect on the surrounding non-industrial land uses.

15.00 No additional land should be planned for industrial development in the area near the intersection of Buttonwillow and Manning Avenues.

16.00 Industrial development should occur in an orderly manner as land is able to be provided with urban services. It should be phased as follows:

16.01 Immediate industrial development should occur in the southeastern portion of the community, in the area bounded by Dinuba Avenue, Buttonwillow Avenue, and the Santa Fe tracks and in the area between G and I Streets in the central core area, where urban services are generally available.

16.02 Second stage development should occur in the area south of Dinuba Avenue bounded by the Santa Fe and Southern Pacific tracks, and Buttonwillow Avenue.

16.03 Third stage development should occur in the Industrial Reserve areas to the east of Buttonwillow Avenue and southwest of the Southern Pacific tracks.

17.00 Planned unit developments may be permitted in planned industrial areas subject to the provisions of section 216.

18.00 In order to insure better compatibility between the City zoning ordinance and the General Plan, the ordinance should be amended to:

18.01 Eliminate all commercial-type uses which are not industry-related or supportive of industry from the list of permitted uses in the Light Manufacturing (M-1) and General Manufacturing (M-2) zone districts.

18.02 Eliminate the Exclusive Light Manufacturing (M-1-X) zone district. The district will no longer be needed after policy 214-03:18.01 has been implemented.

214-04: P R O P O S E D I N D U S T R I A L L A N D U S E S

Limited Industry is planned in three basic locations within the community: (a) along the Santa Fe and Southern Pacific railroad tracks within the central core area of the City; (b) at the southeast and northeast corners of Manning and Buttonwillow Avenues; and (c) in the southeastern portion of the community from Dinuba Avenue south generally to the Santa Fe tracks. In addition, two areas south of Dinuba Avenue are designated as Limited Industry Reserves.

General Industry is planned for the area south of Dinuba Avenue, generally between the two railroads. In addition, General

Industry Reserves are shown in the area generally between the Southern Pacific and the I Street/Columbia Avenue alignment, and in the area east of Buttonwillow Avenue. The Plan seeks to minimize the possible adverse impact of General Industrial uses on nearby non-industrial areas by locating a band of Limited Industry generally on the periphery of the General Industry.

The planned industrial areas north of Dinuba Avenue are generally similar to the industrial pattern shown on the 1964 Plan and reflect the existing community zoning and/or land use patterns. While the planned industrial area south of Dinuba Avenue was also indicated for industry on the earlier Plan, a more extensive industrial pattern is shown on this Plan update.

Only a small portion of this designated industrial area in the southeastern section of the community has actually undergone industrial development, leaving an abundance and choice of potentially available sites. The amount of land set aside for industrial development exceeds the anticipated need within the planning period. Most of these sites are large, convenient to rail service, close to existing and planned highways, and can be provided with urban services during the course of the planning period. In addition, by clustering industrial uses in the southeastern section of the Planning Area, the operational efficiencies of firms may be maximized while industrial uses are encouraged to locate downwind from the remainder of the community.

215 PUBLIC AND INSTITUTIONAL LAND USE

215-01: I N T R O D U C T I O N

Public land uses in the Reedley area include, in addition to sewer, water, storm drainage, and street facilities, a fire station, a civic center, a hospital, five public schools, Reedley College, and a number of publicly-owned park and recreation areas. In addition, the community has two private schools: St. LaSalle Elementary School and the Immanuel High School.

215-02: O B J E C T I V E S

1.00 Provide for the timely and economically efficient development of all public services and facilities which are necessary for Reedley's planned urban growth.

2.00 Insure that public facilities develop in a manner which recognizes the limitations caused by soil and physical features.

215-03: P O L I C I E S

1.00 Sewer, water, and drainage systems should be extended in an orderly, planned manner which meets the urban growth needs of the City and is in accordance with the development phasing priorities set forth in 212-03:6.00; 213-03:11.00; and 214-03:16.00.

2.00 Provide adequate park and recreation facilities in accordance with the policies of the Open Space, Conservation, and Recreation Element.

3.00 Encourage the Kings Canyon Unified School District to develop new elementary schools as needed at the locations shown on the Plan map.

4.00 Planned public facilities in areas exhibiting moderate-to-severe soil limitations with respect to building foundation shall be permitted to develop in accordance with Safety Element policies 704-04.

5.00 Public uses shall be permitted in flood-prone areas when the use is consistent with the Plan map and in accordance with Safety Element policies 703-03.

6.00 Planned unit developments may be permitted in areas planned for public or institutional uses, subject to the provisions of section 216.

7.00 The City zoning ordinance should be amended to establish a "Public Facilities" zone district which would permit the development of specific public and institutional uses either by right or by special permit.

215-04: SEWAGE DISPOSAL

Sewer service is provided by the City of Reedley. The sewage is transported to the treatment plant located on the west side of the Kings River, south of Olsen Avenue. In 1971, Reedley's sewage treatment facility was improved, leaving the City with two plants, one old and one new. While the older plant has a remaining 13 percent reserve capacity, the new plant is operating at capacity. The City is presently planning on adding to the capacity of the plant.

The Lars Andersen and Associates 1973 report on sewer, water, and storm drainage facilities provides recommendations for improvements to the sewage collection system as new development occurs.

215-05: WATER AND STORM DRAINAGE FACILITIES

Water and storm drainage services are provided by the City of Reedley. The 1973 Lars Andersen report calls for improvements to both systems, including the development of new water wells to supplement the existing water supply system and the expansion of existing water and storm drainage lines as needed to meet the growth of the City.

The report also proposed the expansion of the existing ponding basin which is northeast of the junior high school. The location of the planned extension is indicated on the Plan map.

215-06: F I R E S T A T I O N

The City of Reedley plans to develop a new fire station at the northeast corner of 11th and D Streets to replace the existing fire station which has been declared unsafe. The Plan map indicates the location of the planned new facility. Additional information on fire protection services is included in the Safety Element.

215-07: S C H O O L S

Within the Planning Area, the Kings Canyon Unified School District operates three elementary schools (Lincoln, Washington, and Jefferson), one junior high school (Grant) and Reedley High School.

District enrollment data for 1976 reveals that the elementary and junior high schools are operating in excess of their capacity. In addition, the District has projected a 9 to 23 percent total increase in enrollment between 1975 and 1981, at Lincoln, Jefferson, Washington, Riverview, and Grant Schools (Riverview is located just west of the Planning Area on LacJac Avenue). While this added pupil load can be accommodated until 1981 at other District schools which are located beyond the Planning Area, the District does expect to acquire a new elementary school site in the northern portion of the Reedley urban area after 1981. The Plan map indicates a site for the new elementary school on a 13-acre property located on the south side of Parlier Avenue, east of Frankwood Avenue. The proposed new school, together with the possible provision of additional classroom space at existing schools within the Planning Area should provide sufficient capacity through 1995.

The School District has indicated that an additional elementary school site may be needed in the southern portion of the Planning Area after 1995, if planned urban growth occurs to the south. A 13-acre site for the elementary school is indicated on the Plan map. Both the northern and southern sites conform to prevailing Kings Canyon Unified School District space needs standards for elementary school.

The District has no plans for expanding the existing Grant Junior High School or Reedley High School campuses during the planning period and, therefore, no additional land has been reserved for these schools.

The two existing private schools are also indicated on the Plan map. The St. LaSalle private elementary school has discontinued its earlier plans for developing a parochial high school on the vineyard land immediately north of the existing school. The private school reserve designation which had been applied to this area in the 1964 Plan has, therefore, been deleted on the Plan update.

215-08: R E E D L E Y C O L L E G E

Reedley College plans to acquire 280 acres north of and adjacent to the existing campus. Part of this land is for a 10,000-seat stadium at the northwest corner of Parlier and Reed Avenues. The remainder of the 280 acres will be used to develop a college farm. Only that portion of the proposed acquisition which is located within the Planning Area has been shown on the Plan map.

215-09: P A R K S

Refer to the combined Open Space, Conservation, and Recreation Element for a description of the existing and planned urban open space uses which are indicated on the Plan map. The Open Space Element describes a previous proposal to develop a regional park on the east side of the Kings River in the flood-prone area. The Plan for the park has now been eliminated and the Open Space Element provides updated plans and policies for that area.

216 PLANNED UNIT DEVELOPMENT

216-01: I N T R O D U C T I O N

The property development regulations which are specified in each zone district are intended to accommodate development at a standard consistent with the protection of the health, safety, and welfare of the community. To a degree, however, these regulations limit flexibility in the development of land, and their application may be inappropriate in certain circumstances due to the unique nature of a particular development or site.

The planned unit development concept allows for departure from standard development regulations for a residential, commercial, industrial, or public facility development. The planned unit development should be planned as a unified, integrated whole that incorporates design features and amenities to fit the particular location or development. Planned unit developments can provide numerous benefits to the community. Specifically, they may promote a harmonious diversity of uses, a more efficient use of the land, an economy of shared facilities and services, and an improved site design and aesthetics. Within residential areas, planned unit developments can lead to the provision of more usable common open space than would be anticipated were the property to be developed in a more conventional manner.

216-02: O B J E C T I V E S

1.00 Encourage creative approaches to land development which will result in living, shopping, and working environments of distinctive identity and character.

2.00 Promote development which seeks to achieve a more economically efficient use of the land and of shared facilities and services.

3.00 Promote development which seeks an improved compatibility between land uses and between urban uses and the natural environment.

216-03: P O L I C I E S

1.00 Planned unit developments may be permitted in all areas designated for residential, commercial, industrial, or public facility uses within a planned unit development zone district.

2.00 The planned unit development zone district should serve as an overlay zone to provide special standards for the development of a planned unit development.

3.00 The planned unit development zone district should be applied based on the following criteria:

3.01 The property should be sufficiently large to allow for comprehensive planning of the property and to permit flexibility in the application of the underlying zone district property development standards.

3.02 The district property development standards, except as related to population density, may be modified or waived where it is determined that such modification or waiver will produce a more desirable environment and where no adverse impact will result to adjacent properties.

3.03 The design of a planned unit development shall insure compatibility with existing and planned uses on adjacent properties. Design elements to be considered include, but are not limited to, architectural style, placement of buildings upon land, building heights and bulk, off-street parking, open space, privacy, and landscaping.

3.04 The development shall seek to conserve or otherwise be compatible with natural features of the site and of adjoining properties. Natural features to be considered include, but are not limited to, topography, vegetation, and watercourses.

3.05 Streets serving the development must be adequate to accommodate the traffic generated by the project.

3.06 Sufficient off-street parking facilities shall be provided to meet the needs of the project and shall be integrated into the development to minimize exposure and impact on neighboring development.

3.07 Residential planned unit developments may include any combination of single-family, two-family, three-family, and multiple-family dwellings, but must conform to the population density standards of the underlying zone district.

3.08 Residential planned unit developments shall provide adequate common open space areas free of buildings, streets, driveways or parking

areas. The common open space areas shall be so designed and located that they are easily accessible to all residents of the project and are usable for open space and recreational purposes.

3.09 The developer shall provide for perpetual maintenance of all common land and facilities at residential planned unit developments through a means acceptable to the City.

3.10 Residential planned unit developments greater than ten acres in area may include commercial, educational, religious, and professional uses which are designed for exclusive use by the residents of the development. Such uses must be compatibly and harmoniously incorporated into the development and shall not be exposed to public view in a manner which attracts residents living outside the planned unit development.

4.00 The Reedley City Code shall be amended, as necessary, to conform to the intent of this section of the Land Use Element.

TRANSPORTATION ELEMENT

300 TRANSPORTATION ELEMENT

301 INTRODUCTION

Transportation and land use are closely related. Historically, the transportation system has been a primary determinant of settlement patterns, community cohesion, and of the quality of life. The location, design, and constituent modes of the circulation system have had a major impact on the environment. The Transportation and Land Use Elements of the General Plan are, therefore, complementary and form the basis for a comprehensive and coordinated planning and implementation process which is intended to foster the economic, social, and environmental well-being of the Planning Area.

The Transportation Element satisfies California Government Code Title 7, Section 65302(b) which requires the General Plan to include a circulation element indicating the location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities. The Element is intended to function as a comprehensive transportation plan covering not only streets and highways, but also bikeways, public transportation, railway and airport systems, and truck routes.

302 STREET AND HIGHWAY CIRCULATION SYSTEM

302-01: I N T R O D U C T I O N

The Street and Highway Transportation Plan, consisting of text and the accompanying Plan map, indicates the major streets and highways within the Planning Area. In addition, it establishes policies intended to insure optimum efficiency and safety in the movement of people and goods within and beyond the Planning Area.

The City's system of streets and highways is based on a functional classification system providing four levels of service: major arterials, arterials, collectors, and local roads. These terms are defined in 302-03:1.00-4.00. The functional classification system used in the Plan differs from the one previously adopted in the 1964 Plan. This modification is intended to eliminate certain inconsistencies and contradictions found in the classification system used in the earlier Plan.

The planned function of a street may not be reflected in its current design. Appendix B illustrates the typical right-of-way design standards for major arterials, arterials, collectors, and local streets. The policies in the Plan provide, however, that the City may deviate from these standards where conditions warrant special treatment of the roadway.

Circulation within Reedley is complicated by the change from the diagonal grid pattern found within the central, older portion of

the community to the north-south, east-west grid system which is found in the newer areas surrounding the core. Traditionally, where two such grid patterns have interconnected, the intersections have been complex and inefficient for safe traffic flow. The Lampman and Associates report, which was prepared for the City of Reedley in 1974, analyzes community traffic patterns and recommends a comprehensive series of street design and traffic management improvements at these intersections and at other locations within the City. A field survey conducted in 1977 by the Fresno County Traffic Engineering Office has revealed that most of the improvements recommended in the Lampman report have been completed. The General Plan includes a policy which recommends that the City consider completing the remaining improvements proposed in the 1974 study.

302-02: O B J E C T I V E S

The following objectives are derived, in part, from the more specific statements of transportation objectives which were included in the 1964 Plan.

1.00 Plan and provide a street and highway system to move people and goods in an orderly, safe, and efficient manner.

2.00 Plan and develop a street and highway system so as to maximize its effectiveness while minimizing its cost.

3.00 Minimize the adverse impact of streets and highways on adjacent land uses and on the environment of the Planning Area.

4.00 Provide a street and highway system which can accommodate alternative modes of travel.

302-03: P O L I C I E S

1.00 Major arterials provide for through traffic movement on continuous routes with no direct access to abutting property. Intersections with cross streets are generally at grade and generally spaced a minimum of one-half mile apart. Typical major arterial development will be in accordance with Typical Roadway Cross Section, Figure B-1 (refer to Appendix B).

2.00 Arterials provide for through traffic movement on continuous routes, joining major traffic generators, major arterials, and other arterials. Access to abutting property should be controlled in accordance with 302-03:6.00. Typical arterial development will be in accordance with Typical Roadway Cross Section, Figures B-1 and B-2 (refer to Appendix B).

3.00 Collectors provide internal traffic movement within an area and connect local roads to the arterial system. Access to abutting property is generally permitted, but only in accordance with 302-03:6.00. Typical collector development will be in accordance with Typical Roadway Cross Section, Figures B-2 and B-3 (refer to Appendix B).

4.00 Local streets provide internal traffic movement within an area and primarily serve to provide direct access to abutting property. Typical local street development will be in accordance with Typical Roadway Cross Section, Figures B-4 and B-5 (refer to Appendix B).

5.00 The City may deviate from the Typical Roadway Cross Section standards illustrated in Appendix B in circumstances where conditions warrant special treatment of the roadway.

6.00 Access to property abutting an arterial or collector roadway will be subject to the following criteria.

6.01 Direct access from an arterial or collector to a major traffic generator should be restricted through design requirements on new developments which provide for frontage roads, access to other roads, or limits on the number and location of direct access points. Major traffic generators may be defined as including, but not being limited to, large multiple-family residential developments, large commercial developments, industrial developments, educational institutions and medical centers.

6.02 New residential subdivisions should be designed with a minimum number of lots fronting directly on collector streets and with no lots fronting directly on arterial streets. Vehicular access may be permitted from a frontage road or from other roads. Where direct access is provided from a residential subdivision lot to a collector street, turnaround facilities should be required for each such lot as a condition of subdivision approval so that vehicles do not back out onto the roadway.

6.03 Turnaround facilites should be required as a condition for parcel map approval where the new parcels will have direct access to arterial or collector streets. Such turnaround facilities should insure that vehicles need not back out on the roadway.

7.00 The City should provide a planned system of streets and highways which provides for the orderly, safe, and efficient movement of people and goods by the following:

7.01 Adopt and maintain a City of Reedley Transportation Element which classifies streets and highways according to their functional importance.

7.02 Prepare and adopt a plan indicating the ultimate right-of-way of all arterial and collector streets and highways in the Planning

Area. The Ultimate Right-of-Way Plan will serve to coordinate street improvements within the Planning Area.

7.03 When and where necessary, prepare and adopt Precise Plans of streets and highways to establish and protect rights-of-way for the future development of planned arterial and collector streets, as determined by the Ultimate Rights-of-Way Plan (refer to 302-03:7.02).

8.00 The City should insure completion of planned arterial and collector streets as they become necessary to serve developing urban areas or to meet developing traffic demands of the City by the following:

8.01 Adopt a road improvement program based on a needs priority system.

8.02 Coordinate the road improvement program with other public service facility improvement programs.

8.03 Require dedication and improvement of necessary street facilities as a condtion of land development.

8.04 Utilize available State and Federal funds for street and highway development.

9.00 The City should insure that planned streets and highways operate to their maximum efficiency by coordinating their multi-modal use as follows:

9.01 Develop bikeways in accordance with the City Bikeways Plan (Section 303).

9.02 Consider the need for transit and bikeway facilities when establishing the ultimate rights-of-way of streets and highways. The City should prepare typical roadway cross sections which define standards for transit and bikeway facility improvements.

9.03 Provide additional rights-of-way and improvements off of the travelway of arterial and collector streets for bus stops.

9.04 Provide areas for pedestrian travel which enhance the safety and efficiency of the street system.

10.00 The City should minimize the adverse impact of truck traffic on the community by maintaining and enforcing a system of designated truck routes (refer to Section 307).

11.00 The City should insure the installation of signals, signs, lighting, and other traffic improvements necessary for the safe and efficient movement of vehicular traffic and pedestrians within the City by the following:

11.01 Implementing, when and where necessary, the remaining uncompleted traffic safety improvement recommendations in the Lampman and Associates report entitled Identification and Surveillance of Accident Locations (1974).

11.02 Adopting a traffic safety and operations improvement program based on a needs priority system as part of the City road improvement program.

11.03 Requiring the installation of necessary improvements as a condition of land development.

12.00 The City should minimize the adverse environmental impact of street and highway development by utilizing road construction methods which reduce the air, water, and noise pollution associated with such development.

13.00 The City should encourage interior street designs within new subdivision which promote the safety and integrity of neighborhoods.

14.00 Where a portion of the right-of-way of a planned new street lies outside the boundaries of property proposed for development under a subdivision, site plan review, or conditional use permit application, the applicant may be required, depending on the magnitude of the development and the amount of traffic it will generate, to dedicate sufficient right-of-way width to allow for the development of two travel lanes and one shoulder, curb, gutter, and planting area.

302-04: S T R E E T & H I G H W A Y S Y S T E M

The following major arterial, arterial, and collector streets and highways are indicated on the Street and Highway Plan map:

1.00 MAJOR ARTERIALS

1.01 Manning Avenue, from the new Manning Avenue/Upper Bridge Avenue intersection to the Interstate 5 Freeway.

2.00 ARTERIALS

2.01 Reed Avenue, from State Highway 180 to Olsen Avenue.

2.02 Manning Avenue, from Upper Bridge Avenue to Hills Valley Road.

2.03 Upper Bridge Avenue, from Manning Avenue to Reed Avenue.

2.04 I Street, from Reed Avenue to Dinuba Avenue.

2.05 Eleventh Street, from Reed Avenue to Manning Avenue.

2.06 Dinuba Avenue, from Frankwood Avenue to Buttonwillow Avenue.

2.07 Frankwood Avenue, from I Street to Floral Avenue.

2.08 Olsen and Huntsman Avenues, from Reed Avenue to LacJac Avenue.

3.00 COLLECTORS

3.01 Parlier Avenue, from Reed Avenue to Buttonwillow Avenue.

3.02 Columbia Avenue, from South Avenue to Manning Avenue (portion from Parlier Avenue to South Avenue to be established as new road).

3.03 Frankwood Avenue, from Sumner Avenue to "D" Street.

3.04 "D" Street, from Frankwood Avenue to Thirteenth Street.

3.05 Thirteenth Street, from East Avenue to Dinuba Avenue.

3.06 Tenth Street, from Frankwood Avenue to Reed Avenue.

3.07 East Avenue, from Manning Avenue to "G" Street.

3.08 North Avenue, from Reed Avenue to Eleventh Street.

3.09 "G" Street, from North Avenue to Dinuba Avenue.

3.10 Springfield Avenue, from East Avenue to Buttonwillow Avenue.

3.11 Buttonwillow Avenue, from South Avenue to Floral Avenue.

3.12 Reed Avenue, from Olsen Avenue to Floral Avenue.

3.13 Olsen Avenue, from Reed Avenue to Frankwood Avenue.

3.14 Dinuba Avenue, from Reed Avenue to Frankwood Avenue, and from Buttonwillow Avenue to Alta Avenue.

3.15 "I" Street, from Dinuba Avenue to East Avenue alignment (to be established as new road).

3.16 East Avenue, from "I" Street alignment to Lilac Avenue alignment (to be established as new road).

3.17 Lilac Avenue, from East Avenue alignment to Buttonwillow Avenue (to be established as new road).

3.18 Loop Road, from the Manning Avenue/Upper Bridge Avenue intersection to Dinuba Avenue, (to be established as new road).

3.19 South Avenue, from Reed Avenue to Buttonwillow Avenue.

4.00 LOCAL STREETS

All other roads within the Reedley Planning Area are local streets. Their alignments are to be determined on the basis of the land use to be served and the location of the major arterial, arterial, and collector streets and highways.

302-05: ANALYSIS OF STREET AND HIGHWAY SYSTEM

The street and highway system described above is based on an evaluation of: the existing and planned land use patterns, the existing and potential future traffic volumes, the existing County circulation plans and the previous City circulation plan, and the information developed as a result of a citizen participation workshop held by the City Planning Commission. In addition, this Circulation Plan seeks to provide for the maximum feasible integration between the planned City and County street and highway systems.

Although the functional categories used in this Plan are different from those used in the 1964 Plan, the planned levels of service (the number of people and the amount of area served) of the streets and highways are generally similar. However, North Avenue, from Reed Avenue to "G" Street; "G" Street, from North Avenue to Dinuba Avenue; and Dinuba Avenue, from Frankwood Avenue to Reed Avenue, have each been downgraded in this Plan to collector streets in order to discourage the use of these streets as through-routes for traffic traveling from one portion of the community to another.

On the other hand, the following streets have been upgraded from local streets to collector streets: East Avenue, between Eleventh Street and Manning Avenue; Tenth Street, between Frankwood and Reed Avenues; Buttonwillow Avenue, between Parlier and South Avenues, and between the Lilac Avenue alignment and Floral Avenue; and South Avenue, between Reed and Buttonwillow Avenues.

Several of the new collector streets which were initially proposed for development by the 1964 Plan have also been indicated in this updated Plan. Specifically, new streets are proposed for development within the planned industrial area in the southeastern portion of the community, and a new collector loop road is planned west of Reed Avenue. In addition, the Plan proposes the extension of Columbia Avenue, between Parlier and South Avenues to serve the Medium Density uses planned for this area.

303 BIKEWAYS TRANSPORTATION SYSTEM

303-01: INTRODUCTION

The bicycle has steadily been gaining in acceptance and importance over the past few years as a means of recreation, transportation, and healthful exercise. The extent of this increase is reflected in the dramatic rise of bicycle sales nationally in recent years. This use of the bicycle by a growing segment of the public, together with the increased recognition that the bicycle is a non-polluting mode of transportation which does not consume scarce fossil fuels, have generated an interest in the need for adequate facilities for cyclists.

A "bikeway" is a general term for any type of facility that explicitly provides for bicycle travel. The bikeway can be anything from an independent, grade-separated facility on a separate right-of-way to just a signed route along a city street. In this Plan there are three classifications of bikeways (bike paths, bike lanes, and bike routes) based on the degree of exclusiveness with which the facility is preserved for bicycle use. The two main purposes of bikeways are to guide bicyclists to their destinations and to provide some measure of protection or safety. The types of bikeways included in a bikeway system will determine the measure of safety.

Refer to the Appendix C for definitions of the three types of bikeways. The Appendix also indicates the prevailing bikeway development standards.

The Reedley Bikeway Plan, consisting of text and the accompanying map showing the bikeways, expresses the City's intent to properly assess the needs of cyclists and to develop a bikeway system that can best satisfy these needs in an efficient and effective manner, both in terms of safety and financial costs. The Plan is adapted from: (1) the Bicycle Routes plan report which was prepared in 1974 by the City of Reedley, Department of Parks and Recreation; (2) the 1974 Fresno Regional Bikeways Plan which was prepared by the Council of Fresno County Governments (COFCG); and (3) the Fresno County Recreation Trails Plan and the Fresno-Clovis Area Bikeways Plan, prepared by Fresno County.

The Reedley Bikeways Plan is a subsection of the Reedley General Plan Transportation Element and serves as one of the several transportation modes making up the total Transportation Element.

303-02: O B J E C T I V E S

1.00 Develop a continuous and easily accessible bikeways system which facilitates the use of the bicycle as a viable alternative transportation mode.

2.00 Develop programs, standards, ordinances, and procedures to achieve and maintain safe conditions for bicycle use.

3.00 Encourage bicycling for reasons of ecology, health, economy, and enjoyment as well as for transportation use.

4.00 Encourage the use of the bicycle within the total transportation network.

303-03: P O L I C I E S

1.00 Development of a bikeways system for the Reedley Planning Area shall be guided by the following:

1.01 Priority should be given to bikeways that will serve the most cyclists and destinations of greatest demand.

1.02 Bikeways should be designated near major traffic generators such as commercial and employment centers, schools, recreational areas, and major public facilities.

1.03 Bicycle parking and storage facilities should be provided at major bicycle traffic generators.

1.04 Bikeways should be provided in both existing and future parks where they will not cause serious conflicts with other uses of the parks.

1.05 Bikeways should be continuous and should be linked to other bikeways and recreation facilities.

1.06 Whenever possible, bikeways should be developed in conjunction with street construction and improvement projects occurring along streets and roads where bikeways have been designated on the Bikeways Plan map.

1.07 The City and County should develop a coordinated program for the construction of bikeways in the Planning Area.

1.08 The design and construction of bikeways shall conform to the standards established by the California Department of Transportation.

2.00 Safe conditions for bicycle use shall be developed and maintained. The following shall apply:

2.01 A visually clear, simple, and consistent bikeway system with clearly defined areas and boundaries should be established.

2.02 The City should consider prohibiting parking along narrower streets which are designated as bikeways.

2.03 For the safety of those who use the bikeways, the City should consider temporarily stopping a bikeway before a major street intersection or dangerous railroad crossing and starting it again after the area has been passed.

2.04 Through mass media, school, and private efforts, the City of Reedley should encourage a program of education in the rules of the road, aimed at both the cyclist and the motorist.

2.05 The Department of Motor Vehicles should be requested to include bicycle rules and regulations in driver tests.

2.06 Traffic laws and ordinances, which increase the cyclists' awareness and safety and which are not covered in the California Vehicle Code, should be adopted and enforced.

2.07 Bikeways should be constructed and maintained to reduce or eliminate hazards such as unsafe drainage grates, dirt, glass, gravel, and other debris.

2.08 The bikeway system should be monitored and evaluated in order to determine the effectiveness of established bikeway facilities in terms of use, safety, and efficiency.

3.00 The City should establish a program to phase the development of the designated bikeways. The phasing should be based on the following factors:

3.01 The current and anticipated volume of bicycle traffic along a proposed bikeway;

3.02 Accident records and analysis;

3.03 Existing and estimated future motor vehicle traffic volume, the composition of vehicle traffic, and the traffic speed;

3.04 Condition of the existing pavement (i.e., width, smoothness of the shoulder);

3.05 Timing of road improvements planned by the City along streets designated as proposed bikeways;

3.06 The need to link separated sections of the system.

303-04: B I K E W A Y S Y S T E M

The accompanying Bikeway Plan map (Figure Four) indicates the location of the City of Reedley bikeways, and the linkages between the City system and the Reed Avenue and Rainbow regional bikeways, as proposed by Fresno County.

1.00 The planned bikeway routes are as follows:

1.01 Manning Avenue, from Upper Bridge Avenue to Buttonwillow Avenue.

1.02 East Avenue, from Manning Avenue to Lincoln Avenue.

1.03 Reed Avenue, from Manning Avenue to the Piedra and Rainbow Trails (as shown in the Fresno County Recreation Trails Plan).

1.04 Frankwood Avenue, from North Avenue to Parlier Avenue.

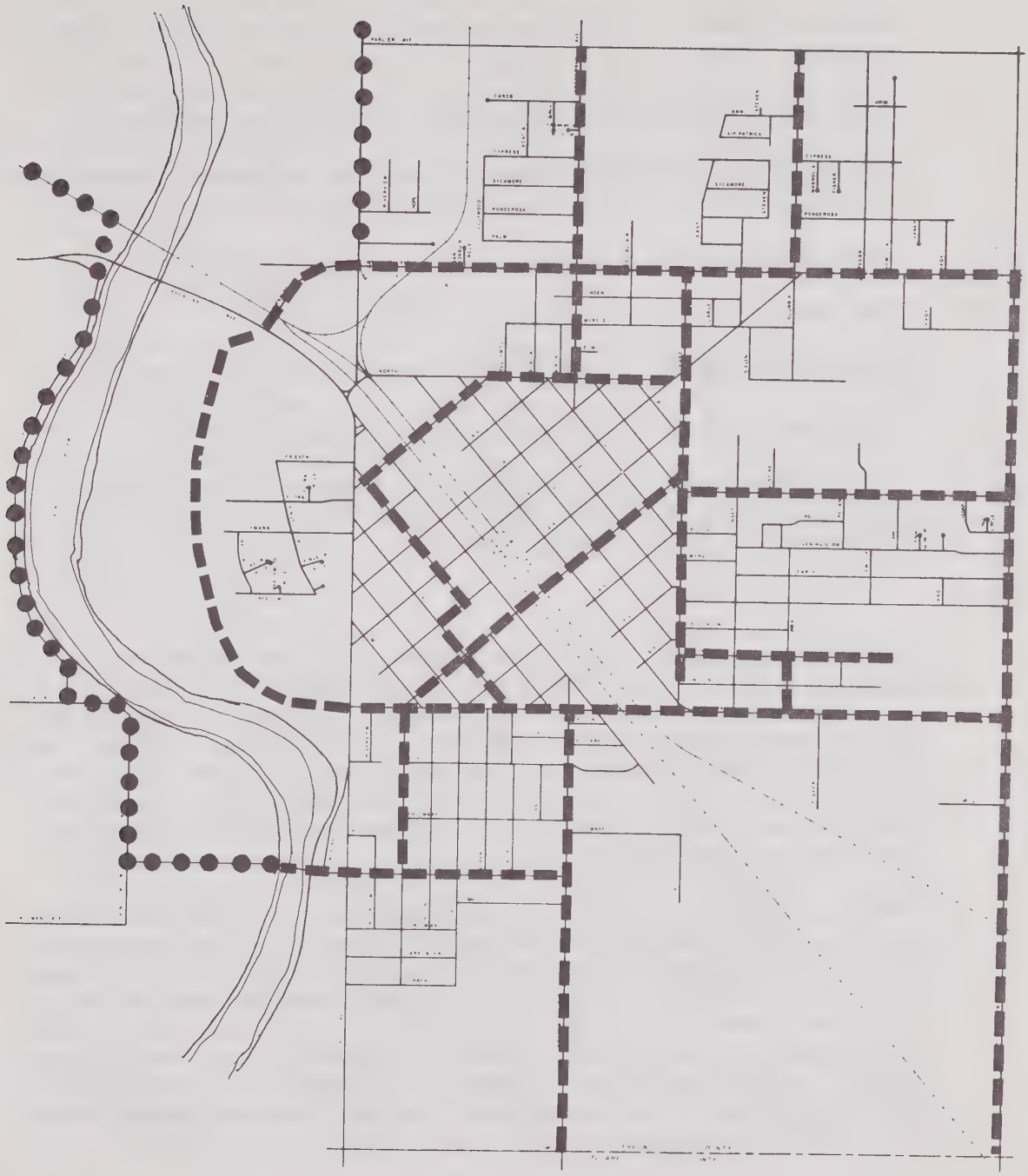
1.05 Columbia Avenue, from Manning Avenue to Parlier Avenue.

1.06 North Avenue, from East Avenue to Eighth Street; Eighth Street, from North Avenue to J Street; J Street, from Eighth Street to Twelfth Street; Twelfth Street, from J Street to K Street; and K Street, from Twelfth Street to Dinuba Avenue.

1.07 Thirteenth Street, from East Avenue to Dinuba Avenue.

1.08 Springfield Avenue, from East Avenue to Buttonwillow Avenue.

FIGURE 4



LEGEND

PLANNED CITY BIKEWAYS

PLANNED REGIONAL BIKEWAYS

REEDLEY GENERAL PLAN

BIKEWAY PLAN

JUNE 1977

N O R T H

0 1/8 1/4

MILES

1.09 Washington Avenue, from East Avenue to Jefferson School (Haney Avenue alignment); and Columbia Avenue, from Washington Avenue to Dinuba Avenue.

1.10 Dinuba Avenue, from Reed Avenue to Buttonwillow Avenue.

1.11 Planned Loop Road, from Dinuba Avenue to the Manning Avenue/Upper Bridge Avenue intersection.

1.12 Olsen Avenue, from the Kings River to Frankwood Avenue.

1.13 Hope Avenue, from Olsen Avenue to Dinuba Avenue.

1.14 Buttonwillow Avenue, from Floral Avenue to Manning Avenue.

1.15 Frankwood Avenue, from Dinuba Avenue to Floral Avenue.

1.16 The Rainbow Bikeway, as planned in the Fresno County Recreation Trails Plan, on the west side of Kings River, from the Olsen Avenue Bridge to the Piedra Trail.

303-05: ANALYSIS OF THE BIKEWAY SYSTEM

The bikeway system is designed to serve all major community traffic generators including commercial areas, schools, recreational facilities and major public facilities. However, since the 1974 City Bicycle Route report indicates that 60 percent of the licensed bicycles in Reedley are operated by elementary school children, a principal emphasis of the Plan is to cater to this juvenile cycling population by linking residential areas to schools and recreational facilities.

The Plan generally spaces bikeways no more than one-half mile apart. This is based on the generally recognized standard used both in the United States and abroad for urban bikeways designed to serve utilitarian riders. The City bikeway system is proposed for development along existing roadways, rather than along canal or railroad rights-of-way. This is because bikeway development on the latter would involve more legal constraints and time delays than would their development on streets which are already under City jurisdiction.

Since most bicycling in the Reedley area is primarily for transportation, rather than for recreational purposes, the Plan generally provides for direct routes on streets having a relatively low level of motor vehicle traffic. This would largely include collector and local streets. One problem, however, with using such streets as opposed to roads with a higher traffic volume is that the collector and local streets frequently have relatively narrow widths, requiring the bikeway to coincide with the parking lane. The Plan, therefore, includes a policy which recommends that the City should consider prohibiting parking on such streets.

The Bikeway Plan seeks to encourage the development of bikeways in a manner which will avoid major intersections and railroad grade crossings, as well as streets having a high incidence of

diagonal on-street parking. However, in some cases, it has been necessary to have routes cross some major intersections and railroad tracks. For the safety of those who use the bikeway, the Plan incorporates a policy which states that the City may wish to consider temporarily stopping the route before the dangerous crossing and beginning it again after the area has been passed.

304 PUBLIC TRANSPORTATION SYSTEM

Greyhound Bus Lines operates one morning and one afternoon bus in each direction between Reedley and Fresno, and between Reedley and Goshen Junction. The route operates daily except Sundays and holidays, and also serves Parlier, Selma, Fowler, and Malaga in Fresno County, and Dinuba, Orosi, Cutler, and Visalia in Tulare County. The Public Bus Transportation Inventory, prepared in 1974 by the Council of Fresno County Governments (COFCG), indicates, however, that this service is not adequate for commuting between Reedley and Fresno.

The City of Reedley's Department of Parks and Recreation runs an advance reservation, door-to-door van service generally for senior citizens ages 55 years or older. The twelve-passenger van operates on Monday, Tuesday, and Wednesday from 9:30 a.m. to 12:30 p.m., and on Thursday and Friday from 9:00 a.m. to 5:00 p.m. The van provides service to the downtown stores and offices (including the City Hall, Post Office and Library), the Hot Meals program at the Community Center, the community shopping center at the corner of Buttonwillow and Manning Avenues, the Sierra-Kings Hospital and to other locations within a two-mile radius of Reedley. The van is also used to transport children to and from playgrounds. Although the van is normally used only within the Reedley Planning Area, special trips are made on an infrequent basis to Fresno and to other neighboring communities.

Reedley College operates a bus which connects Sanger, Fowler, Selma, and Parlier with the College. The Kings Canyon Unified School also provides bus service within its service area. However, both operations are limited solely to students.

The Cities of Orange Cove and Parlier, as combined recipients of a rural bus demonstration grant, are scheduled to begin operating a bus along Manning Avenue on a fixed route between the two communities once the U.S. Department of Transportation, Urban Mass Transportation Administration, and the Federal Highway Administration have approved the joint powers agreement between the two cities. One stop is planned within the Reedley area at Reedley College, which is to be a participant in the program. Although the system is designed to serve the handicapped, the service will be available to the public at large. The bus is tentatively scheduled to operate three times a day, five days a week.

The Updated Regional Transportation Plan (RTP) for Fresno County, 1976-77, prepared by COFCG, proposes the establishment of a public

transit route linking Reedley, Sanger, Orange Cove, and Parlier to metropolitan Fresno. The route configuration indicated in the RTP may, however, be subject to change. The City of Reedley should consider participating in this or another regional public transportation system if it is established.

305 RAIL TRANSPORTATION SYSTEM

The Visalia and Piedra Branches of the Atchison, Topeka and Santa Fe Railway (AT&SF) and the Exeter Branch of the Southern Pacific Railroad (SPRR) provide freight service to the Reedley area.

The AT&SF's Visalia Branch connects Reedley and eastern Tulare County with the Mainline at the Calwa freight terminal. The route has approximately four runs per day. The Piedra Branch line runs north-south between Reedley and Minkler--serving packing houses, a gravel pit, and a winery. This line is very infrequently used--with about one train per week during peak seasons and less frequent service during the remainder of the year.

The SPRR's Exeter Branch line links Reedley with Sanger, the Valley Mainline in Fresno, and Ivanhoe, in Tulare County. There are two runs per day during the winter and up to six daily runs in the summer. The Visalia and Exeter Branch lines parallel each other through the center of Reedley.

The SPRR has abandoned a 1.15 mile portion of its Exeter Branch, which is between SPRR Milepost 228.05 (near LacJac) and SPRR Milepost 229.20 (just east of the new Manning Avenue/Upper Bridge Avenue intersection). The SPRR had requested Public Utility Commission approval for the abandonment because of poor maintenance conditions on that portion of the line. Southern Pacific rail traffic now moves over the parallel AT&SF Exeter Branch line under a bridge trackage rights agreement.

The railroads have a considerable impact on land use within the community, with existing and planned industrial uses adjacent to the Exeter and Visalia Branch lines. Specifically, the Land Use Element indicates that industry is the most appropriate use for the area adjoining the tracks. In addition, the parallel Exeter and Visalia lines separate largely residential areas south of the tracks from the Central Business District immediately north of the tracks. Access across both branch lines is limited to grade crossings at a total of eight points: Buttonwillow Avenue, Dinuba Avenue, 13th Street, 11th Street, 10th Street, 8th Street, North and Reed Avenues, and Manning Avenue. Access across the Piedra Branch line, which divides primarily existing and planned residential areas, is limited to Reed, Manning, and Parlier Avenues.

In 1967, the State Public Utilities Commission (PUC) conducted a study of all grade crossings within Fresno County, including

those located within the Reedley Planning Area, for the purpose of determining the adequacy of crossing protection and for establishing a priority list for upgrading crossing facilities. The PUC made various recommendations to the County and to the City of Reedley for improving grade crossings in the Reedley area. A field survey conducted by the Fresno County Planning Department in 1977, as part of the General Plan update process, indicated that within the Reedley area the improvements recommended by the PUC have since been completed. Since it is the responsibility of the PUC to review existing grade crossing protection, to determine the necessary improvements, and to set priorities for upgrading the crossings, any additional improvements to existing grade crossings would have to be based on future study by the PUC.

Additional rail spurs may be needed in the future within the proposed industrial area south of Dinuba Avenue, as that area begins to develop with new industry. A new grade crossing of the SPRR Branch line will be required when Lilac Avenue is developed within the planned industrial area as indicated on the Circulation Plan map.

Lastly, although the Piedra Branch line currently carries a very low level of rail traffic, the track does traverse a planned residential area and therefore the City should not encourage additional use of this route.

306 AIR TRANSPORTATION SYSTEM

The City of Reedley is planning to develop a municipal airport on a 179-acre site which is partially occupied by the Great Western Airport, a private landing field. The site is located approximately four miles north of the City on the west side of Frankwood Avenue (refer to Figure Five). The Great Western Airport is the closest airport to Reedley which is open to public use. The facility, however, is currently substandard for any significant aviation use.

The Federal Aviation Administration has approved Reedley's request for Federal financial assistance under the Airport and Airways Development Act of 1970, for the acquisition of the land, removal of the existing substandard runway, and construction of airport improvements consistent with the standards for a Basic Utility Airport, Stage 1. This type of airport accommodates about 75 percent of the propellor aircraft under 12,500 pounds and limits operations largely to single-engine aircraft with some possible use by light twin-engine aircraft. Such an airport is primarily intended to serve low-activity locations, such as small population centers and remote recreation areas. No commercial air carrier service is to be provided to the proposed municipal airport, and Reedley travelers will still be dependent upon the Fresno Air Terminal or Visalia airport for such service.

Although the site adjoins the Great Western School on the south, the Environmental Impact Statement for the project indicates that the potentially adverse impact of the project is mitigated by the plan

FIGURE 5

LEGEND

PROPOSED NEW RUNWAY

PROPOSED SITE

SOURCE: FINAL ENVIRONMENTAL IMPACT REPORT 1976

REEDLEY GENERAL PLAN

REEDLEY MUNICIPAL AIRPORT

JUNE 1977

NORTH

0 1/4 1/2 MILES

to (1) relocate the south end of the new runway approximately 2,400 feet from the school (refer to Figure Five); (2) shift the flight pattern away from the school by establishing a right-hand traffic pattern; and (3) plant a tree screen at the south end of the airport as a visual screen between the school and the airport.

The Fresno County Airport Land Use Commission and the Fresno County Board of Supervisors had previously approved the project subject to two conditions:

1) That the area included within the clear zones of the runway will be acquired by the City of Reedley; and

2) That the City of Reedley will prepare a comprehensive land use plan that will provide for the ordinary growth of the airport and of the area surrounding the airport. The plan is to cover a period of not less than twenty years.

The preparation of an airport master and environs plan is required under the terms of Section 21675 of the Public Utilities Code of the State of California. The law indicates that the environs plan is to specify the land use within the environs planning area and may include provisions for height restrictions on buildings and building standards--including sound-proofing--for structures in the airport area. The objective of the plan would be to assure compatibility between the airport and its surrounding area.

The City of Reedley has indicated its intention to comply with the conditions established by the Board of Supervisors and the Airport Land Use Commission. In addition, the Fresno County Planning Department has stated that it is prepared to assist the City of Reedley in developing an ordinance controlling the height of structures and other objects in and around the planned municipal airport. Inclusion of this summary description of the municipal airport project within the General Plan is not intended to establish City policies with regard to the planned airport or to satisfy the Airport Land Use Commission's requirement for an airport environs land use plan. This condition can only be accomplished by the preparation of a separate technical study and plan.

Although the City of Reedley contemplates the eventual upgrading of the planned municipal facility to Basic Utility Airport Stage II Standards, if required by future demands, such expansion is not part of the current plan and would be subject to the same County, State, and Federal review and approval processes required for the current project. Stage II airports can accommodate about 95 percent of propeller aircraft under 12,500 pounds and are primarily intended to serve locations which have a medium size population with a diversity of usage and potential for increased aviation activities.

The Reedley College campus has a short turf strip, suitable only for the occasional delivery of aircraft to its aeronautics department. The College has no plans for expanding or upgrading that facility.

307 TRUCK ROUTE SYSTEM

The Reedley City Code authorizes the establishment of truck routes and provides that no truck is permitted to travel on a street which is not designated as a truck route unless it is for the purpose of picking up or delivering supplies. The Code defines a "truck" as a vehicle having a maximum gross weight of five or more tons.

Existing and planned truck routes are indicated on Figure D-1, which is found in Appendix D. The routes on the map are the same as those listed in the Municipal Ordinance, with the exception that the routes are shown to the boundary of the Planning Area rather than ending at the City limits.

Truck routes are indicated on arterial and collector streets which, because of function, pavement quality, and adjoining land use can best accommodate such traffic.

SCENIC HIGHWAYS ELEMENT

400 SCENIC HIGHWAYS ELEMENT

There are no streets or highways in the Reedley Planning Area which are eligible for designation as scenic highways.

If the planned loop road is developed between Manning and Reed Avenues, as indicated on the Circulation Plan map, the City may wish to designate this route as a scenic drive and establish policies relating to its development and maintenance. The City should also consider developing scenic policies with respect to the Manning Avenue/Upper Bridge Avenue gateway into the community.

HOUSING ELEMENT

500 HOUSING ELEMENT

[To be separately prepared and adopted by the City.]

OPEN SPACE, CONSERVATION, AND RECREATION ELEMENTS

600 OPEN SPACE, CONSERVATION, & RECREATION ELEMENTS

601 INTRODUCTION

Open Space is an irreplaceable resource and one of the most valuable assets of the Reedley area. It is irreplaceable because once it has been committed to urban development, it will not be recoverable as open space. The State of California, recognizing this potential for loss, requires the City of Reedley to prepare and adopt both an open space element and a conservation element of the general plan [Government Code Sections 65302(d) & (e)]. Since the concerns of the Conservation Element relate directly to, and overlap many of the concerns of the Open Space Element, these two elements have been prepared as a combined element.

In addition, a recreation element, while not required by State law, has also been incorporated into this text because recreation concerns also overlap open space and conservation concerns and because recreational land uses relate to the physical development of the community.

Last, a close relationship exists between the policies in the combined Open Space, Conservation, and Recreation Element, and those included in the Land Use and Safety Elements.

Open space generally refers to any water or land which has value for single or multiple open space functions. Specifically, there are five different functional types of open space. These include open space for (1) the preservation of natural resources, including rivers; (2) the managed production of agricultural and other resources; (3) public health and safety--including flood plains and unstable soil areas which require special management or regulation; (4) controlling urban form and preventing inefficient patterns of development; and (5) outdoor recreation--including parks and areas of historic and cultural value.

While the objectives and policies of the combined Open Space, Conservation, and Recreation Element address the various functional types of open space described in the above paragraph, the remainder of the Element is concerned primarily with passive and active outdoor recreational facilities which are located within the Reedley urban area. Specifically, the Open Space Plan is principally intended to guide the amount, location, and kind of urban outdoor recreation facilities necessary to meet the present and future needs of the Reedley area. Other non-urban open space uses such as agriculture and open space for public health and safety, for example, are described in the appropriate sections of the Land Use and Safety Elements.

This Element, which consists of this text and the accompanying Urban Open Space Plan map (Figure Six), is based largely on two

documents: (1) the Regional Open Space Plan which was prepared by the Fresno County Planning Department in 1973, for the Council of Fresno County Governments and (2) the City of Reedley Open Space, Recreation, and Conservation Elements, which was adopted by the City Council in 1973.

602 OBJECTIVES

1.00 Preserve and protect those natural and agricultural open space resources that contribute to the well-being of the residents of the Reedley Planning Area.

2.00 Establish policies for the proper management of flood prone lands and of lands where soil or geologic conditions pose risks to development.

3.00 Provide sufficient parks and recreation facilities to accommodate the present and future needs of the Reedley Planning Area.

4.00 Preserve historical and cultural sites which are of significant value to the community.

5.00 Encourage maximum cooperation among all levels of government and private individuals in the management, conservation, and protection of open space resources.

603 POLICIES

1.00 Encourage the preservation of the maximum feasible amount of agricultural land in accordance with the urban growth management and agricultural land use policies set forth in Sections 210-03 and 211, respectively, of the Land Use Element.

2.00 Assure the preservation of the natural environment of the City-owned islands which are located within the channel of the Kings River.

3.00 Foster and maintain the scenic atmosphere of the river front area.

4.00 Utilize the policies set forth in the Safety Element to assure the proper management of the existing open space lands which are prone to flooding and exhibit unstable soil conditions.

5.00 Protect areas of natural ground water recharge from land uses and disposal methods which would degrade water sources.

6.00 Provide public sewer service to new urban development as a means of protecting ground water resources.

7.00 Establish local standards for parks and other urban recreation facilities.

8.00 Plan and develop new park and recreation facilities at locations that complement existing and planned population centers and, where possible, develop parks in conjunction with school facilities.

9.00 Establish priorities for the development of planned parks based on anticipated community need and acquire and develop the proposed park sites in accordance with these priorities.

10.00 Utilize existing and proposed ponding basins as public recreation facilities.

11.00 Pursue State and Federal funds for park improvement and recreation programs.

12.00 Encourage public and private efforts toward preserving structures or sites which are of historic value to the community.

13.00 Amend the subdivision ordinance to require the dedication of land, or payment of fees for park acquisition and/or development as a condition of approval of subdivisions.

14.00 Establish an "Open Conservation" zone district which would provide for permanent open spaces and safeguard the health, safety, and welfare of the community by limiting development in areas where protection against flooding by storm water and dangers from excessive erosion is not possible without excessive cost to the community. Recreation areas and agriculture would be appropriate uses in an "Open Conservation" district.

604 URBAN OPEN SPACE

604-01: EXISTING URBAN OPEN SPACE FACILITIES

Table Two presents an inventory of existing urban open space facilities. There are a total of 387 acres of open space now set aside within the Reedley urban area. Of this total, 359 acres (or 93 percent) are devoted to public open space; 3.6 acres (or one percent) are private open space; and 25 acres (or six percent) are green space. Public open space includes both public parks and school recreation facilities open to the public after school hours. Detailed definitions of public and private open space and green space uses are included in Appendix E. Refer to Figure Six for the location of the existing and planned urban open space uses.

The table indicates that the recreational facilities at the parks are diverse. Mueller Park, for example, provides picnic and playground facilities and is the site of the Reedley Community Center.

While City Park similarly provides picnic facilities, it also has an outdoor bandstand. Certain of the other parks have swimming facilities while the City-owned islands are in their natural state. The City Parks and Recreation Department provides an extensive

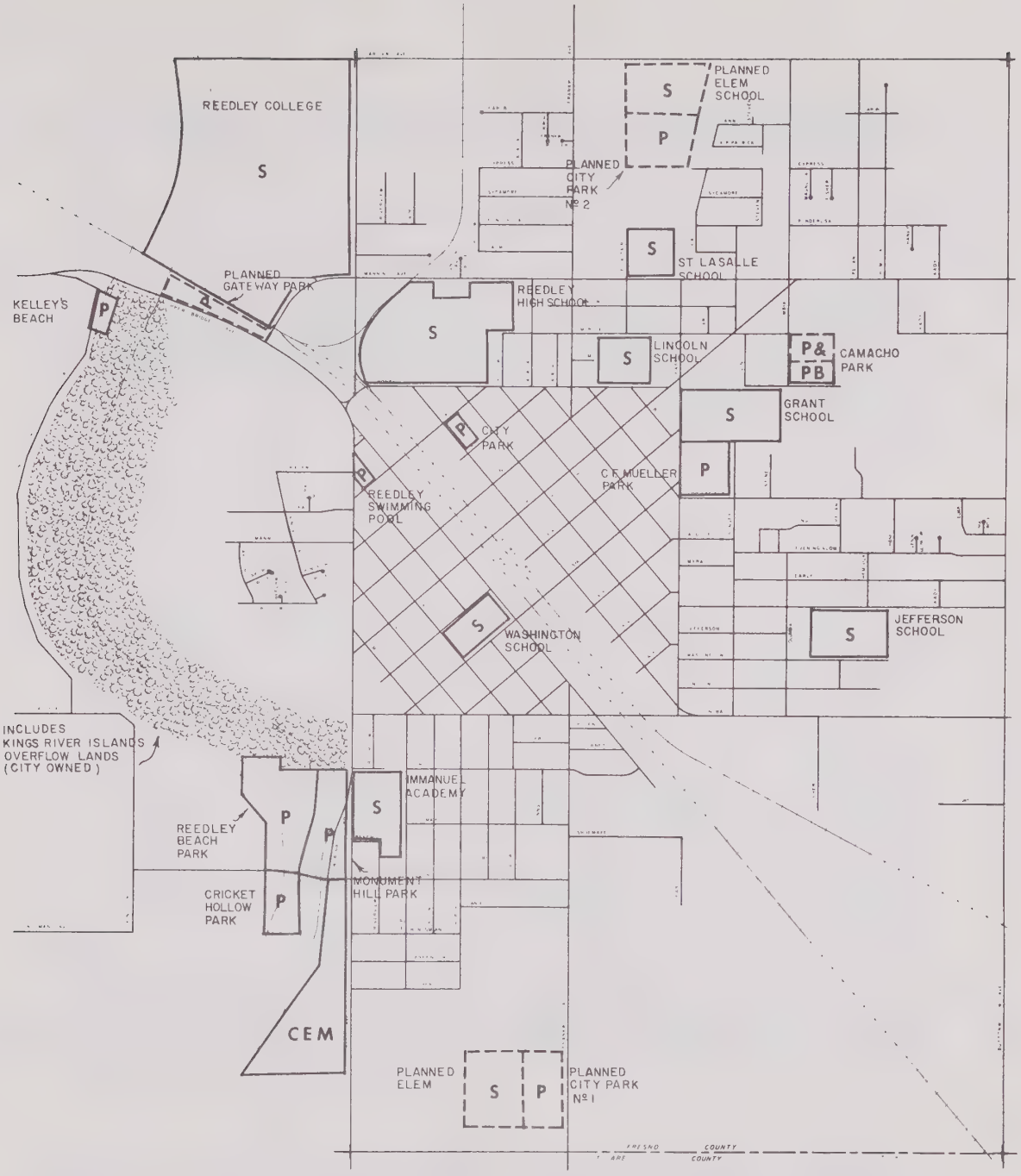
TABLE TWO

EXISTING URBAN AREA OPEN SPACE

Site	Acreage	Type of Facility	General Location
PUBLIC OPEN SPACE			
Parks			
C.F. Mueller Park	7.00	Picnic area, playground, community center, (including auditorium, kitchen facilities, meeting rooms, and offices)	Springfield and East
City Park	1.30	Picnic area, outdoor bandstand	G and 9th
Reedley Beach Park	39.58	Picnic, swimming area	North of Olsen Avenue Bridge, west of Kings River
Cricket Hollow Park	6.61	Picnic area, boat launch	South of Olsen Avenue Bridge, west of Kings River
Monument Hill	6.87	Picnic area	Reed and Olsen
Reedley Swimming Pool	0.77	Two pools	Reed and J
Camacho Park	5.00	Combination park (ball fields) and ponding basin	Columbia and North
Kings River Islands and Overflow Lands (City-owned)	40.41	Natural state	Between Manning and Olsen
Kings River Waterway	14.50	Boating and Fishing	Between Manning and Olsen
SUBTOTAL - PUBLIC PARKS	122.04		
School Open Space			
Jefferson School	11.00	Playground, ball field, turf area	E. Duff
Washington School	11.00	Turf area, ball field, playground, basketball and volleyball courts	K Street
Lincoln School	9.00	Turf area, playground, field, basketball court	North Avenue
General Grant School	15.00	Ball fields, tennis courts, and turf area	East Avenue
Reedley High School	25.00	Turf area, fields, tennis courts	North Avenue
Reedley College	150.00	Turf area, fields, pool, basketball and tennis courts	Reed and Manning
Saint LaSalle School	7.50	Turf area, basketball and volleyball courts, playground	Manning Avenue
Immanuel Academy High School	8.00	Turf area, playground, field	Reed Avenue
SUBTOTAL - SCHOOL OPEN SPACE	236.50		
TOTAL PUBLIC OPEN SPACE	358.54		
PRIVATE OPEN SPACE			
Kelley's Beach	3.56	Camping and picnicking	Kings River Road near Manning
TOTAL PRIVATE RECREATION FACILITIES	3.56		
GREEN SPACE			
Reedley Cemetery District	25.00	Cemetery	Reed and Olsen
TOTAL GREEN SPACE	25.00		
TOTAL URBAN OPEN SPACE	387		

SOURCE: City of Reedley, Department of Public Works, 1977

FIGURE 6



LEGEND

PARKS	EXISTING P	PROPOSED	P
SCHOOLS	EXISTING S	PROPOSED	S
PARK AND PONDING BASIN			P & PB
CEMETERY			CEM
OTHER OPEN SPACE (SEE TEXT)			

REEDLEY GENERAL PLAN

URBAN OPEN SPACE PLAN

JUNE 1977

NORTH

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recreation and activities program designed to serve each age group in the community.

604-02: DEMAND FOR URBA-N OPEN SPACE

Table Three indicates the current and projected population of the City of Reedley and the amount of open space required to serve the needs of those populations. The allocation of open space acreage is based on urban open space acreage standards developed in the Regional Open Space Plan. The spatial standards are described in Appendix E.

TABLE THREE

PROJECTED OPEN SPACE NEEDS

Year	Population	Public	Private	Greenspace	Summer	Total
1970	8,131	65	57	41	16	179
1980	10,353	83	72	52	21	228
1990	12,621-14,285	101-114	88-100	63-71	26-29	278-314
1995	13,755-16,155	110-129	96-113	69-81	27-32	302-355

SOURCE: Data computed by Fresno County Planning Department, 1977. Refer to the Land Use Element for an explanation of population data.

Analysis of the data in Table Three reveals that the existing total open space acreage is sufficient to meet the total acreage needs of the 1995 population. The distribution, however, is heavily committed to public open space.

604-03: PLANNED URBAN OPEN SPACE

The City plans to improve the Camacho Park site and the unimproved portions of Monument Hill and Cricket Hollow Parks. In addition, there are plans to expand the existing Camacho Park/drainage retention basin site to include an additional five-acre site immediately to the north. The City is also planning to acquire and develop two new parks: (1) an 11.76 acre site in the northern section of the community, between Del Altair Avenue and the Reedley Ditch ("City Park 2"), and (2) an approximately 10-acre site on

the south side of Reedley, along the west side of Frankwood Avenue ("City Park 1"). The two planned parks would adjoin two proposed elementary school sites. Both parks would conform to the prevailing City spatial standards for such facilities. The second park ("City Park 1") will probably not be developed until after the end of the planning period.

A third park is planned on a 5.02 acre site at the major gateway in the community ("Gateway Park"). Specifically, it is located between the Santa Fe Railway, Manning Avenue, and the Kings River. A portion of the property (2.02 acres) is owned by Fresno County as part of its road improvement fund while the remaining three acres are owned by the Southern Pacific Railroad. The Park could serve a dual function as a roadside rest stop and a bikeway.

The City and County had previously planned the development of a 160-acre regional park within the flood-prone area along the east side of the Kings River. The park was indicated on the 1964 General Plan for a portion of the area between the Manning Avenue and Olsen Avenue bridges, and was to be acquired and developed by Fresno County. While both the City and County have abandoned plans for developing a regional park at this location, this updated General Plan provides that the river channel and an approximately 600-foot strip along the east bank of the river, between the Manning Avenue bridge and the Reedley Beach and Monument Hill Parks, should be retained in Open Space. The Open Space designation, in accordance with the policy set forth in 210-02:14.00, permits continued agricultural use of the land or the possible future development of a private or public recreational facility should such a project be proposed in the future. The Open Space designation is intended to protect the health, welfare, and well-being of the population by restricting development in this flood-prone area. The Open Space, Land Use, and Safety Elements all establish policies which are intended to assure the preservation of the scenic open space atmosphere of the river front flood-prone area.

SAFETY AND SEISMIC SAFETY ELEMENTS

700 SAFETY AND SEISMIC SAFETY ELEMENTS

701 INTRODUCTION

Continuing increases in the City of Reedley's population, accompanied with urban growth and development, have amplified the potential for greater loss of life and property from such natural catastrophes as fire, flood, or earth movement. It, therefore, is apparent that mitigation measures are necessary to reduce as much as possible, this potential for loss. The State of California, recognizing the existence of such hazards, requires the City of Reedley [Government Code, Title 7, Section 65302(f) and Section 65302.1] to prepare and adopt a safety element and seismic safety element to the City General Plan.

Both the Safety Element and the Seismic Safety Element are required to address hazards that are, in fact, difficult to separate. Pursuant to this, the technical studies necessary to support the Seismic Safety Element and a major portion of the Safety Element, were provided by a Five County Seismic Safety Study, completed in 1974, which considered geologic phenomena in Fresno, Kings, Madera, Mariposa, and Tulare Counties. Because of the strong relationship between the two Elements, the Seismic Safety Element has been combined with the Safety Element in the City of Reedley General Plan.

Obviously, no environment is completely hazard free, but steps can be taken to minimize certain risks to an acceptable level and to avoid other risks which are not necessary to take because alternative means are available to achieve individual or public objectives with a lower risk factor. The selection of the following objectives and policies is, therefore, predicated upon a determination of acceptable and avoidable risk.

When implemented, the policies contained herein can reduce the potential for damage that could be caused by a flood, geologic, fire, or seismic disaster. In order to provide for this protection, implementation of the Safety and Seismic Safety Elements will be achieved by amending the appropriate City ordinance. The specific standards contained herein shall be considered general guidelines for developing implementation ordinances to achieve the intent of these Elements. In those instances where the means of providing the required protective measures are not feasible because of the characteristics of the property, the City may permit alternative protective measures which provide protection of equal degree.

702 OVERALL OBJECTIVES OF THE SAFETY AND SEISMIC SAFETY ELEMENTS

1.00 Minimize personal injury and loss of life.

2.00 Minimize the potential for property damage.

3.00 Protect the City and its residents from avoidable loss resulting from improper development in hazardous areas.

703 FLOOD HAZARDS

703-01: I N T R O D U C T I O N

Flood damage to properties is often the result of the improper use of flood-prone lands. Flood losses can take place in several ways. When a flood occurs, many types of land uses which are located within the flood-prone area may be damaged. More importantly, however, development in flood hazard areas usually increases the natural flood heights and velocities with resulting damage to upstream, downstream, and adjacent lands. Therefore, the potential costs of permitting improper uses on flood-prone lands can be considerable. One method of reducing these flood losses would be to limit development of lands within flood hazard areas.

The U.S. Geological Survey has designated certain portions of the Planning Area west of Reed Avenue as subject to a 100-year flood by the Kings River. Such a flood has a one percent chance of occurrence during any given year and is the flood magnitude which communities must protect against under Federal Insurance Administration regulations. The general location of the flood-prone area is indicated on Figure Seven. The map shows that the flood-prone area consists of the Designated Floodway and of the Flood-Fringe area. These terms are defined in Section 703-03:2.00.

While more accurate and detailed maps of the entire flood-prone area are not yet available, they will be prepared as a result of the upcoming Federal Insurance Administration Flood Insurance Rate Study of the area. However, detailed maps of the Designated Floodway have been made available to Fresno County by the California State Reclamation Board.

The following objectives and policies are based on the Fresno County Safety Element and on Federal Insurance Administration regulations. The similarity between the City and County Safety Elements should insure that the City of Reedley and Fresno County follow a uniform approach toward the management of Kings River flood-prone areas.

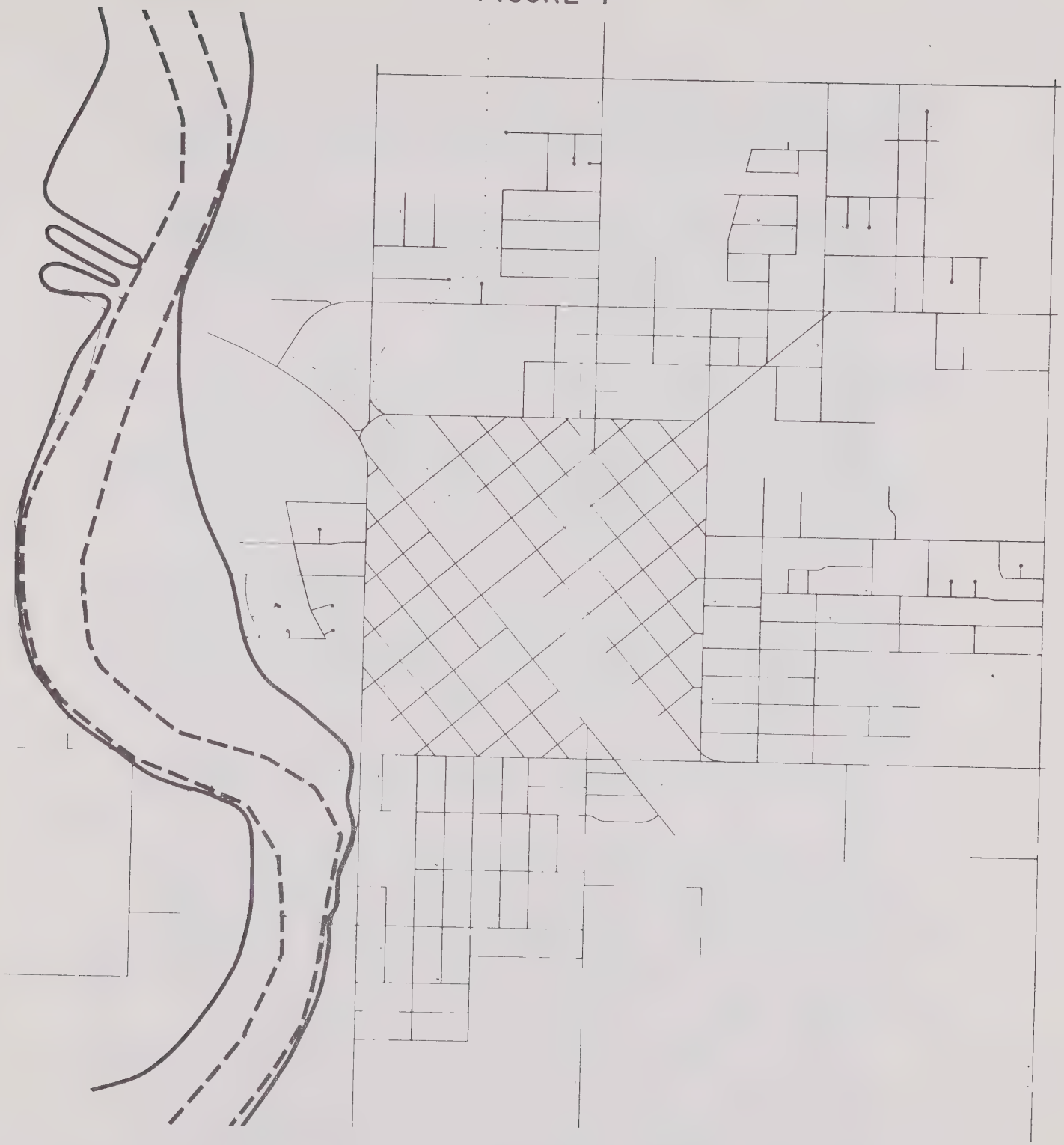
703-02: O B J E C T I V E

1.00 Minimize the potential for damage caused by inundation in flood hazard areas.

703-03: P O L I C I E S

1.00 Emphasize a flood-plain management approach in flood hazard areas which are presently undeveloped, by regulation of land uses rather than concentrating on structural flood-control facilities--with their attendant high costs and other disadvantages--as a method

FIGURE 7



LEGEND

DESIGNATED FLOODWAY _ _ _ _ _ _

FLOOD FRINGE AREA ———————

SOURCE: U.S. GEOLOGICAL SURVEY
STATE RECLAMATION BOARD

REEDLEY GENERAL PLAN

KINGS RIVER FLOOD PRONE AREA

JUNE 1977

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of reducing flood damage. Therefore, in flood hazard areas, encourage uses that are not subject to extensive flood damage.

2.00 Flood hazard regulations shall apply to all property subject to a 100-year flood. As accurate and detailed flood-hazard maps specifying the depth and extent of a 100-year flood become available, all areas subject to the 100-year flood shall be officially zoned by the City into either a "Designated Floodway" or "Flood-Fringe" area as follows:

2.01 Designated Floodways shall be that portion of the 100-year flood-hazard area to remain free of all new obstructions in order to reasonably provide for the passage of floodwaters of a given magnitude. The boundaries of the Designated Floodway shall be as established by the State Reclamation Board. These areas shall be administered according to Title 23, California Administrative Code, Sections 45 through 95.

2.02 Flood-hazard lands not crucial to the reasonable passage of the specified flood flow, but which nevertheless would still be inundated in a 100-year flood shall be zoned appropriately as Flood-Fringe areas. Limited development, subject to City policies and Federal Flood Insurance Program requirements, may be permitted if adequate flood-proofing measures, as specified in 703-03:5.00. are feasible.

2.03 The Designated Floodway and Flood-Fringe zone districts will establish special standards for development within flood-prone areas.

3.00 Areas identified on Figure Seven as subject to flooding, but on which detailed flood studies (delineating the area and depth of a 100-year flood) are not yet available, shall be treated as Flood-Fringe areas unless conclusive evidence is presented to the contrary. Any development requiring a City permit in these flood-hazard lands shall be subject to review and approval by the Director of Public Works. The following conditions should apply:

3.01 In cases of uncertainty as to the exact area and depth of flooding, the subdivider or developer may, at his expense, have a qualified registered civil engineer report either: (a) the area and depth of a 100-year flood, or (b) that the particular parcel is not subject to inundation in a 100-year flood. The engineer's report shall be reviewed for approval by the Director of Public Works. If the developer chooses not to provide an engineer's report, then development may be permitted under 3.02 or 3.03, but only in accordance with the terms of the applicable zone districts.

3.02 The lowest floor to be inhabited should be at least two (2) feet above the center elevation of the adjacent street or otherwise floodproofed to this height.

3.03 In areas where no detailed flood studies exist, but where topography or flood history indicates the area is subject to flooding above the required elevations as specified in 3.02 above, the height rise may be increased as determined by the Director of Public Works.

4.00 Where there are accurate and detailed flood-hazard maps that indicate the exact area and depth of inundation by a 100-year flood, the following conditions shall apply:

4.01 The lowest floor of a proposed residential structure within a Flood-Fringe area shall be elevated to or above the 100-year flood height in a manner that will not adversely affect other properties.

4.02 The lowest floor of proposed non-residential structures which require a City permit and are located within a Flood-Fringe area shall be elevated to or above the 100-year flood height; or, together with attendant utility and sanitary facilities, be floodproofed up to at least the height of the 100-year flood. This work shall be done in a manner that will not adversely affect other properties.

4.03 A subdivision map creating more than four (4) parcels of land in a Flood-Fringe area shall not be approved unless flood hazards can be overcome by floodproofing measures that will not adversely affect other property. These measures shall be designed and constructed in a manner approved by the Director of Public Works. The map shall clearly show the area that could be flooded in the event of a 100-year flood and the depth of flooding.

4.04 The City shall require floodproofing, to the maximum extent practical, in connection with substantial improvements to existing structures in Flood-Fringe areas. The elevation of the lowest floor of the structure may be raised to or above the height of a 100-year flood; or, for non-residential uses, floodproofing measures may be required up to the elevation of the 100-year flood.

5.00 All floodproofing shall be done in a manner that will not cause floodwaters to be diverted onto adjacent property, increase flood hazards to property located elsewhere, or otherwise adversely affect other property.

Floodproofing measures such as, but not limited to, the following may be required:

5.01 Anchorage to resist flotation and lateral movement.

5.02 Use of special water resistant paints, membranes, or mortars to reduce seepage of water through walls.

5.03 Addition of weight to structures to resist flotation.

5.04 Construction of water and waste systems to prevent the entrance of floodwaters.

5.05 Construction to resist rupture or collapse caused by water pressure or floating debris.

5.06 Location of all electrical equipment, circuits, and installed electrical appliances in a manner that will assure they are not subject to inundation by a 100-year flood.

5.07 Floodproofing shall be required for structural storage facilities containing chemicals, explosives, buoyant materials, flammable liquids, or other toxic materials which could be hazardous to public health, safety, and welfare. These shall be located in a manner which will assure that the facilities are: (a) situated at elevations above the height associated with the 100-year flood protection elevation; or (b) adequately floodproofed to prevent flotation of storage containers or damage to storage containers which could result in the escape of toxic materials into floodwaters.

6.00 In flood-hazard areas, all public utilities and facilities, such as road, sewage disposal, gas, electrical, and water systems, shall be located and constructed to minimize or eliminate flood damage to the facilities. This work shall be done in a manner that will not adversely affect other property.

7.00 Open space uses should be encouraged in flood-hazard areas and Land Conservation Contracts and Open Space and Scenic Easements should be made available by the County to property owners within 100-year flood areas located in the unincorporated area.

8.00 Any development shall be in accordance with the policies found in the Geologic Hazards section of the City's Safety Element.

9.00 The City, together with the County, should initiate a public awareness program to inform affected property owners of flood hazards on land in a Flood-Fringe area.

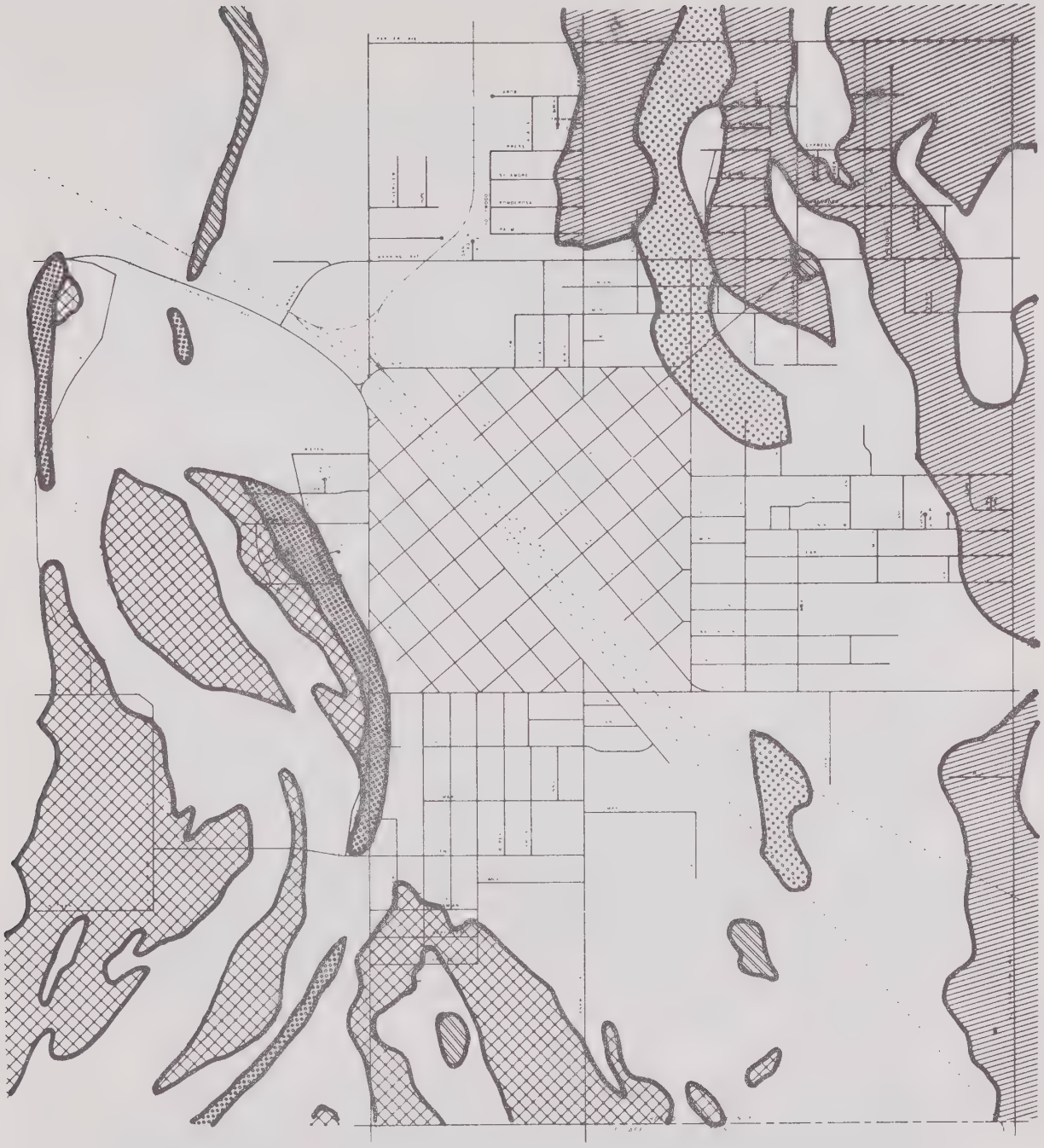
10.00 The City Ordinance Code shall be amended to reflect the mandatory policies expressed herein.

704 GEOLOGIC HAZARDS

704-01: I N T R O D U C T I O N

Several geologic hazards may pose threats to the safety of Reedley area residents. These hazards include expansive soils, weak soils, and erosion. While Figure Eight depicts the generalized locations of the geologic hazards found within the Reedley Planning Area, pinpointing the extent of the hazard as well as the possible mitigation measures would require detailed on-site soil surveys.

FIGURE 8



LEGEND

SOILS EXHIBITING SEVERE EXPANSIVE POTENTIAL

SOILS EXHIBITING MODERATE EXPANSIVE POTENTIAL

POTENTIAL WEAK SOILS

POTENTIAL WIND EROSION HAZARD AREA

POTENTIAL WATER EROSION HAZARD AREA

SOURCE: U.S. SOIL CONSERVATION SERVICE

REEDLEY GENERAL PLAN

GEOLOGIC HAZARD AREAS

JUNE 1977

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704-02: GENERAL DESCRIPTION OF GEOLOGIC HAZARDS WITHIN PLANNING AREA

1.00 EXPANSIVE SOILS

Whenever relatively large percentages of certain clay minerals are present in the soil, expansive soils develop. The soil expands in volume when it absorbs water and shrinks when it is dry. Under saturated or swelled conditions, the soil becomes very compressible and, therefore, loses its strength. These characteristics of expansive soil often cause serious distortion to building frames, floor slabs, and pavements.

Severe expansive soil conditions which could cause heavy damage to buildings, roads, and other structures are rare within the Planning Area. They are limited to the Cometa (CzaD) soil, with its dense clay subsoil, which is found in the far northwestern portion of the Planning Area. Although, according to the Soil Conservation Service, this soil has a severe limitation rating for most urban-type land uses, its relatively isolated location will insure that it will not adversely impact Reedley's future development.

Moderately expansive soils--including soils in the Ramona (Rb; Rc) and San Joaquin (ScA; SeA) Series--are found in a relatively large area within the northeastern and eastern portions of the Planning Area. Although these areas are generally planned for urban uses, moderately expansive soils will usually cause damage only to substandard structures and to flatwork such as streets and patios. In addition, foundations can usually be especially engineered to minimize damage due to these moderately expansive soils. The Ramona and San Joaquin soils, however, also have a severe limitation rating for use as septic tank absorption fields because of their slow permeability.

2.00 WEAK SOILS

Weak soil conditions are generally found near the Kings River and in the southern portion of the planned urban area between Reed and Frankwood Avenues. According to the Soil Conservation Service, the Tujunga soil (TzbA), which is found in these areas, has a severe limitation rating with respect to allowable pressure for building foundations based on the provisions of the 1964 edition of the Uniform Building Code. This is due to the loose loamy sand conditions which are found one foot below the surface of the soil. On-site soil analyses would be needed in these locations to determine the building foundation design and site planning required in relation to the soil conditions. In cases where special treatment to mitigate these problems is infeasible, Policy 704-04:3.00 provides that development should be prohibited.

3.00 EROSION

Erosion is a natural geologic process resulting from the removal and transportation of earth materials. Rainfall, freezing, wind, lack of ground cover, and soil characteristics are some of the many natural forces in the erosional process. Erosion can be accelerated through urbanization which involves the clearing of vegetation, grading of slopes, road cuts, excessive irrigation, and increased runoff.

Because the topography of the Reedley area is relatively flat, erosion does not have a significant impact in the area. Moderate-to-severe water erosion potential does exist, however, along the bluffs of the Kings River as a result of the steep slope conditions found in that area. Gullies can be started at the onset of the rainy season and, once started, they can cut back into the adjacent level soils. It is generally more difficult to control such gullies than to prevent them. In areas of the bluff where there are gopher or squirrel burrows, tunnel erosion may result since such burrows can collapse. As a result, water and rodent management may be needed on the bluffs.

A band of Atwater (AoA) soil is found in the northeastern portion of the Planning Area. This soil consists of stabilized old dunes of wind-sorted materials which are susceptible to moderate-to-severe wind erosion during infrequent periods of high wind.

Due to the instability of soil conditions in these areas, Safety Element policies provide that preliminary on-site soil surveys would be needed in order to determine the appropriate mitigation measures. In areas where investigation shows that the erosion potential is sufficiently high, it may be necessary to limit development.

704-03: O B J E C T I V E

1.00 Protect the lives and property of residents of the Reedley area by establishing urban growth patterns and development policies which recognize the limitations of soils and physical features.

704-04: P O L I C I E S

1.00 All development requiring a City permit should be subject to a preliminary soil report when located on land exhibiting potentially hazardous geologic conditions as mapped by the City on Figure Eight or where slopes exceed fifteen (15) percent. The preliminary soil report shall be prepared in accordance with Section 8-34-14 of the Reedley City Code and shall indicate the suitability of the land for the proposed development before construction may occur. If the preliminary soil report indicates that soil conditions could be unstable, a soil investigation prepared in accordance with the same section of the City Code shall be required, indicating

the suitability of any proposed or additional development on the site and any corrective action needed to prevent structural defects. The soil investigation should analyze the soil for texture, consistency, structure, permeability, depth to the seasonal water table, shrink-swell potential, strength, and slope.

2.00 Building foundation design and site planning standards should be developed and applied to sites found to have geologic hazards as determined by the soil investigation.

3.00 Development should be prohibited in areas where corrective measures to affect the geologic hazard are not feasible.

4.00 The City Ordinance shall be amended to include the policy recommendations contained herein.

705 FIRE HAZARDS

705-01: ANALYSIS OF FIRE HAZARDS AND FIRE PROTECTION SERVICES

Urban-type fires are the most relevant fire hazard for the Reedley area. Because of the nature of farming and the small amount of vacant land in the fringe area, there is only a minimal fire hazard to the rural area. Therefore, urban fire protection and prevention services are the major subject of this section.

The Reedley Paid-Call Fire Department and the Mid-Valley Fire Protection District both provide fire protection within the City of Reedley. Mid-Valley, which is under contract with the City to provide initial response to fire calls within the incorporated area, maintains its apparatus at the City's fire station. Under the terms of the contract, the Paid-Call Department provides back-up service for Mid-Valley within the City.

Mid-Valley also provides fire protection to the unincorporated portions of the Planning Area. As a result of a mutual aid agreement between the two departments, the City fire service may be requested to provide emergency back-up service within the unincorporated area.

The City has a Class VI fire insurance rating based on the ten-point scale established by the Insurance Service Office (ISO). Class I is the ISO's highest rating. The City water wells have adequate capacity to meet normal demand as well as emergency situations. During periods of electric outages, water can be provided by the City's two elevated storage tanks and by two wells with pumps powered by natural gas engines. In addition, Reedley fire fighting equipment carries a total of 1,500 gallons of water while the Mid-Valley equipment at Reedley carries a total of 2,000 gallons of water.

Reedley's level terrain and grid street pattern allow free movement of emergency equipment. Minimum road widths and distances between structures are established by the City. The only major impediment to vehicle accessibility is caused by the location of the rail lines through the center of the community.

The City operates a fire prevention program consisting of inspections of vacant lots and of non-residential structures for fire hazards. The Department notifies property owners of fire hazards determined as a result of the inspections. The Department reviews land development applications for fire safety considerations. An annual fire prevention public informational program is conducted by the City Department in cooperation with the local newspaper. In addition, the Department drills on a once-a-month basis.

705-02: O B J E C T I V E

1.00 Minimize the loss of life and damage to property as a result of fire.

705-03: P O L I C I E S

1.00 The City of Reedley should:

1.01 Monitor water supply to insure adequacy for fire protection.

1.02 Provide adequate fire flow as a suppression measure.

1.03 Continue to provide fire department training programs.

1.04 Continue to review land use development proposals for fire safety considerations.

1.05 Continue to inspect vacant lots and non-residential structures for the purpose of reducing fire hazard and facilitating fire suppression.

1.06 Develop a program designed to abate residential fire hazards.

1.07 Continue to operate a public information release program designed to educate the public concerning methods of preventing fire.

1.08 Encourage the installation of heat and/or smoke detection early warning and fire suppression systems.

1.09 Adopt and enforce the latest national building, plumbing, mechanical, and fire prevention codes.

706 SEISMIC HAZARDS

706-01: A N A L Y S I S O F S E I S M I C H A Z A R D S

The City of Reedley, along with most of the eastern San Joaquin Valley floor, has been identified by the Five County Seismic

Safety Element as being within Seismic Zone V. This area is characterized as having a relatively thin section of sedimentary rock overlying granite. In this zone, the amplification of shaking that would affect low-to-medium rise structures is relatively high. However, the distance to either the San Andreas or Owens Valley Faults, that are the expected sources of the shaking, is sufficiently great that the effects should be minimal. Therefore, the requirements of Zone II of the Uniform Building Code should be adequate for normal facilities. With respect to critical facilities (as described in the Appendix F), the requirements of the Uniform Building Code for new construction should be doubled over those building design requirements normally required for Uniform Building Code Zone II. Secondary hazards due to landslides, subsidence and settlement, liquefaction, and seiching are considered to be minimal in this area.

The following objectives and policies are adapted from two documents: (a) The Five County Seismic Safety Element (Volumes I and II) which was prepared by the Tulare County Association of Governments and (b) the Fresno County Seismic Safety Element.

706-02: O B J E C T I V E S

1.00 Minimize serious physical damage to structures used for human occupancy and to critical facilities and structures where large numbers of people are apt to congregate.

2.00 Insure the continuity of vital services, functions, and facilities.

706-03: P O L I C I E S

1.00 The City should institute an inventory program to assess the existence and location of unreinforced masonry structures utilized for human occupancy (excluding single-family residential structures) that may be subject to seismic damage to the extent of causing personal injury or death. After these assessments are made, the City should establish a program to remedy the existence of such unsafe structures.

2.00 Any critical facilities (as defined in Appendix F) constructed prior to 1948 should be examined as to their earthquake resistant capacities. If found to be below acceptable standards, a program to mitigate potential hazards should be established.

3.00 Structures of more than 50 feet or four (4) stories and critical facilities shall require special design considerations for seismic hazards. Factors to be considered, as recommended in the Five County Seismic Safety Element, are as follows:

3.01 A dynamic analysis procedure shall be used for assessing structural design requirements for structures of more than 50 feet or four (4) stories.

3.02 Critical facilities should be designed at double the current seismic design forces required in Zone II by the 1973 edition of the Uniform Building Code.

3.03 The bracing and anchoring of all mechanical and electrical equipment for critical facilities shall be designed to withstand lateral seismic forces equal to 20 percent of its total dead load.

4.00 Upon adoption of this Element, the City should establish a Seismic Safety Review Committee to oversee implementation of this Element and to serve as a review body on appeals from seismic hazard requirements.

5.00 The City should develop an information release program to familiarize the citizens of the region with the City and Regional Seismic Safety Elements. The school district and agencies related to the aged and handicapped should be encouraged to develop education programs relative to seismic awareness.

6.00 The Seismic Safety Element should be reviewed by the City of Reedley annually and should be comprehensively revised every five (5) years or sooner if substantially new scientific evidence becomes available.

7.00 The Reedley Ordinance Code should be amended to reflect the policies expressed herein.

707 EMERGENCY SERVICES

707-01: I N T R O D U C T I O N

Emergency services planning is essential to disaster mitigation. Although emergency services planning cannot prevent disasters, it can provide for coordinated public action during the time of disaster to reduce loss.

Although Fresno County has adopted an emergency services plan and Chapter Five of the Reedley City Code provides for the adoption of an emergency services plan by the City Council, the City has not developed or adopted such a plan.

707-02: O B J E C T I V E S

1.00 Provide for the continuity of government.

2.00 Provide a basis for direction and control of emergency operations.

3.00 Repair and restore essential systems and services.

4.00 Provide for the protection, use, and distribution of remaining resources.

5.00 Coordinate operations with the emergency organizations of other jurisdictions.

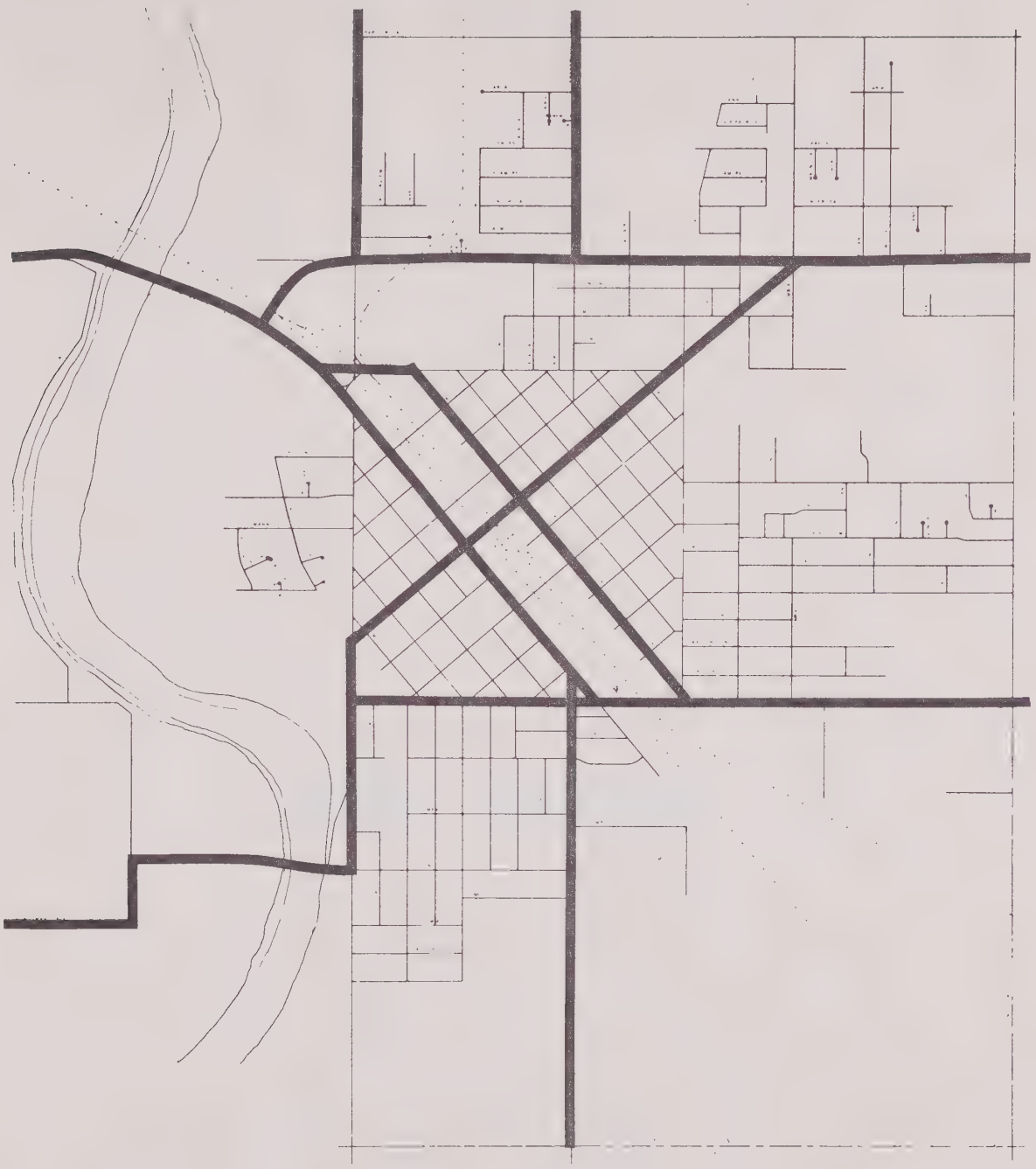
707-03: P O L I C I E S

1.00 The City of Reedley should adopt by reference the 1973-74 Fresno County Emergency Services Plan.

2.00 The City should develop a disaster emergency services plan which coordinates City of Reedley disaster services with those provided by the County through the Fresno County Emergency Services Plan.

3.00 Evacuation routes from the City of Reedley in case of disaster are identified on Figure Nine.

FIGURE 9



LEGEND

PLANNED EVACUATION ROUTES

REEDLEY GENERAL PLAN

COMMUNITY EVACUATION ROUTE PLAN

JUNE 1977

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NOISE ELEMENT

800 NOISE ELEMENT

801 INTRODUCTION

Noise is an important factor influencing the quality of life in the City of Reedley. Exposure to excessive noise levels can adversely affect human health. In addition to hearing impairment, excessive noise causes sleep interference, fatigue, and physiological stress reactions.

This element of the General Plan, consisting of text and Noise Contour Map (Figure Ten), expresses the City's intent to minimize the impact of existing noise levels and to prevent adverse noise levels from occurring in the future. Existing and anticipated noise levels and sources are identified and objectives and policies necessary to achieve and maintain acceptable noise exposure levels are established. The element satisfies the California Government Code, Title 7, Section 65302(g), which requires the General Plan to include a noise element.

This element is, in part, based on the Fresno County Noise Element and on two reports prepared by the Council of Fresno County Governments: (1) Noise in the Fresno County Region: A Technical Report on Problem Analysis and Contour Development, and (2) the Regional Noise Element.

General Plan Appendix G includes a general description of the characteristics of noise, a listing of Federal, State and local noise regulations and guidelines, and a definition of technical terms.

802 NOISE SURVEY AND ANALYSIS

An extensive community noise survey was conducted within the City of Reedley in 1974, by the Fresno County Environmental Health Service as part of the work program for the Regional Noise Element. This survey provides the base information for evaluating community noise conditions as they relate to the general well-being of the residents. Specifically, it involved the preparation of rail noise contours as well as on-site monitoring of the impact of noise on sensitive receivers such as schools, hospitals, and rest homes.

The rail noise contours, which are mapped on Figure Ten, are based on the L_{dN} weighted scale which applies greater weight to night-time noise. The contours range upward from the 55 decibel level. Although State guidelines suggest indicating contours down to 45 dBA, this noise contour was not calculated because the ambient noise level often exceeds 45 decibels, thus making the development of a contour for a known source impossible.

Sensitive noise receivers have also been mapped on Figure Ten, with the results of the on-site monitoring of these land uses summarized on Table Four. The number of each land use on Figure Ten corresponds to the number indicated on Table Four.

The Regional Noise Element indicates that the major noise generators in the City of Reedley are transportation facilities such as railroads and streets and fixed point sources such as manufacturing plants.

The City of Reedley is bisected, in part, by the Exeter Branch of the Southern Pacific Railroad and by the Visalia Branch of the Atchison, Topeka and Santa Fe Railway. These parallel lines are located on a northwest-southeast corridor through the center of Reedley. The community's major industrial belt is concentrated on both sides of the rail corridor, both through the central core and through the southeastern quadrant of the Planning Area. This combined rail and industrial corridor is the principal noise generator within Reedley. The corridor's impact on residential uses and on sensitive receivers is minimized, however, due to the attenuation provided by the existing Central Business and Service Commercial uses located immediately northeast of the tracks and by the Service Commercial strip located along the southwest side of I Street. In fact, analysis of the noise contours, together with the information on the Land Use Plan map, reveals that with some notable exceptions cited below, most of the planned residential uses and sensitive receivers found to the north and south of this corridor are located in an area having decibel readings below the 60 dBA level. Sixty dBA on the L_{dN} scale (which was used for developing rail contours) represents the maximum acceptable noise level for urban residential and noise sensitive receivers. Only small portions of City Park and Washington School together with some of the residential uses in the area between Dinuba, Curtis, Frankwood, and I Streets are located within an area which is subject to a higher noise level.

The Plan seeks to further minimize the potential adverse impact of industrial noise by concentrating new industrial uses in the southeastern portion of the Planning Area where they are generally removed from most residential areas and by recommending the use of landscaping and setbacks where planned industrial uses adjoin planned residential uses. In addition, the Plan provides for Limited Industry buffers between General Industry and non-industrial land uses. The Plan further recommends that new industrial uses which are proposed for development within the central core area be carefully evaluated to insure that they do not have a detrimental effect on surrounding uses.

Another potentially major noise generator, the Piedra Branch of the Atchison, Topeka and Santa Fe Railway, is located in the center of a planned residential area and is close to two sensitive noise

TABLE FOUR

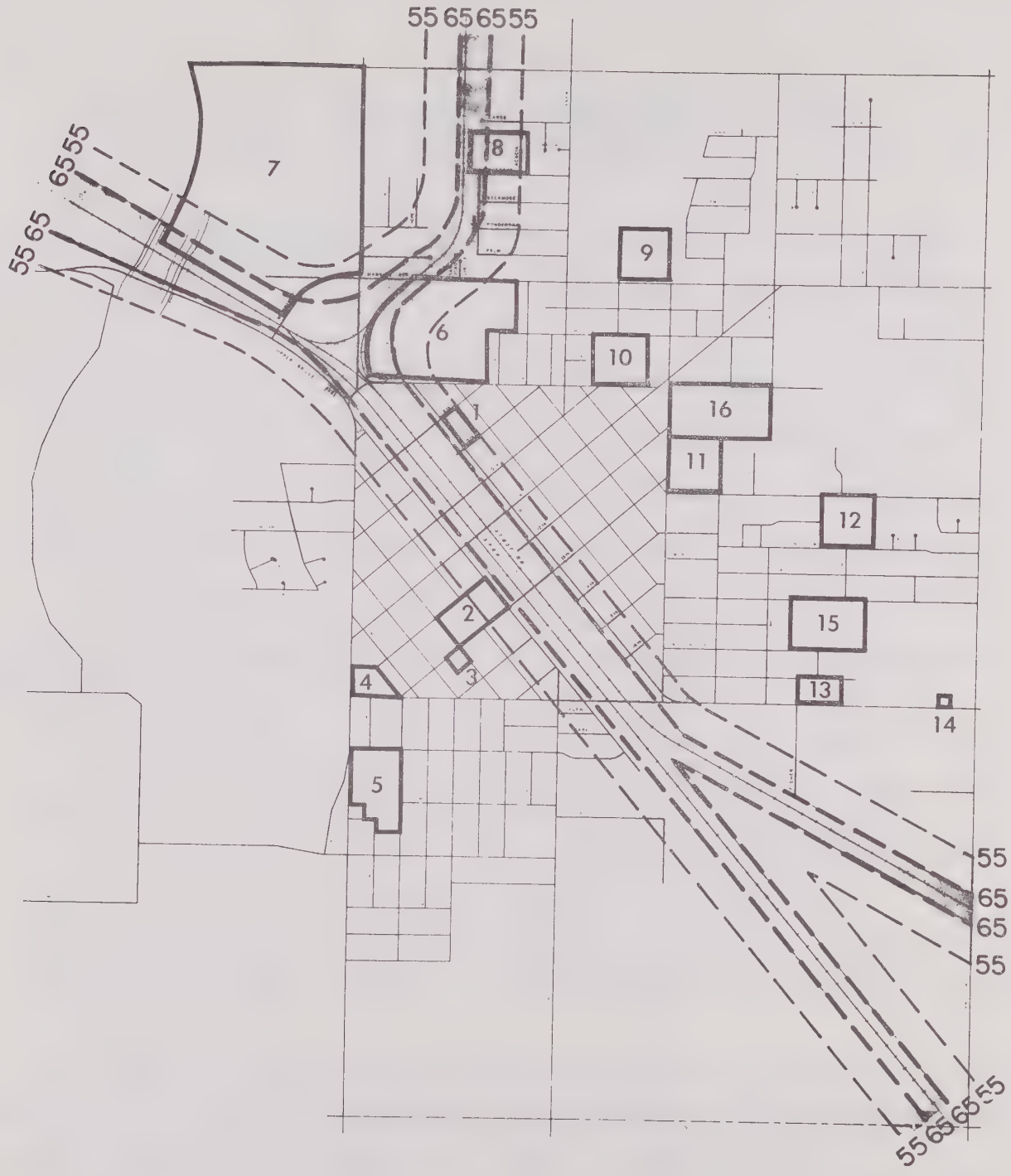
NOISE IMPACT ON SENSITIVE
RECEIVERS IN REEDLEY

No.	Noise Sensitive Receiver	Location	Date	dBA* L_{10}	dBA* L_{50}	Comments
1	City Park	9th & G	6/27/74	65.3	63.4	Hydra Cooler
2	Washington School	13th & K	6/27/74	55.4	46.6	
3	Mennonite Home	13th & K	6/27/74	56.8	48.4	
4	Convalescent Home	Reed & Dinuba	6/27/74	64.8	55.4	Traffic Noise
5	Immanuel High School	Reed & Curtis	6/27/74	58.7	51.9	
6	Reedley High School	North & F	6/27/74	58.8	51.8	Construction Noise
7	Reedley College	Manning & Reed	7/3/74	56.8	50.3	
8	Sierra-Kings Hospital	Cypress & Acacia	7/3/74	54.5	45	
9	Saint LaSalle School	Manning & Del Altair	7/3/74	60.7	51.8	
10	Lincoln School	11th & North	7/3/74	60.9	52.1	
11	Mueller Park	Springfield & Sunset	7/8/74	54.0	47.8	
12	Sierra Views Home	1155 Springfield	7/8/74	57.7	49.1	
13	Convalescent Hospital	1090 E. Dinuba	7/8/74	64.0	54	Traffic Noise
14	Armstrong Guest Home	19870 E. Dinuba	7/8/74	67.3	57.5	Traffic Noise
15	Jefferson School	Duff & Columbia	7/8/74	58.0	49.4	
16	General Grant School	12th & East	7/8/74	62.2	49.4	

NOTES: *See Appendix G for Definitions

SOURCE: Council of Fresno County Governments, Regional Noise Element, September, 1975

FIGURE 10



LEGEND

RAILWAY NOISE CONTOURS

RAILWAY NOISE CONTOUR DECIBEL READINGS 55 or 65

NOISE SENSITIVE RECEIVERS
(Numbers Refer To Table Four) 4

SOURCE: COUNCIL OF FRESNO COUNTY GOVERNMENTS

REEDLEY GENERAL PLAN

NOISE CONTOURS & SURVEY

JUNE 1977

NORTH

0 1/8 1/4
MILES

receivers, Sierra-Kings Hospital and Reedley High School. However, the overall impact of this rail line is minimal since it carries only one train per week during the peak season and has less frequent usage during the remainder of the year. In addition, the General Plan Transportation Element seeks to discourage any increased use of the line.

Analysis of the information in Table Four indicates that only three of the sensitive noise receivers listed on the chart appear to have a noise reading which exceeds the 55 dBA L_{50} maximum daytime noise standard established by policy 804:2.00. While no road noise contours were prepared as part of the Regional Noise Element, the data in the table suggests that in some cases traffic noise may be responsible for the higher noise levels.

The above analysis reveals that existing noise problems within the City are not great. However, additional future noise can be anticipated with the expansion of existing structures and construction of new major noise generating facilities as well as through the increased use of existing facilities. Specifically, the improvement of Reed Avenue in relation to community growth on the north and the expansion of Reedley College--with the possible development of a stadium--could raise adjacent noise exposure.

303 OBJECTIVES

1.00 Identify maximum acceptable noise levels compatible with various land use designations.

2.00 Develop a policy framework necessary to achieve and maintain a healthful noise environment.

304 POLICIES

1.00 The standards contained herein shall be considered general guidelines for developing a noise ordinance that will achieve the intent of this element.

2.00 In order to maintain an acceptable noise environment, the following maximum acceptable noise levels should be established for various land use designations:

Land Use	Daytime L_{50}*	Nightime L_{50}	Daily L_{dN} Exterior	Interior
Rural Residential	50 dBA	45 dBA	55 dBA	45 dBA
Urban Residential & Noise Sensitive Receivers**	55	50	60	45
Urban Commercial	65	60	-	-
Urban Industrial	70	70	-	-

Notes:

*L_{50} - Exterior sound level exceeded 50% of the total time.

**Schools, parks, hospitals, and rest homes.

3.00 Areas subject to an L_{dN} greater than 60 dBA are identified as noise impact zones.

4.00 Within noise impact zones, the City will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:

4.01 Setbacks, berms, and barriers.

4.02 Acoustical design of structures.

4.03 Location of structures on property.

5.00 Design of all proposed developments should incorporate elements necessary to minimize adverse noise impacts on surrounding land uses and mitigate impacts existing noise levels might have on the proposed development.

6.00 Land use and transportation planning should include analysis of the potentially adverse noise levels associated with various design and use alternatives.

7.00 The design of proposed transportation facilities should incorporate feasible measures necessary to mitigate increases in noise levels.

8.00 To mitigate excessive noise generation associated with various modes of transportation, the City should:

8.01 Designate truck routes where appropriate.

8.02 Limit vehicle speeds where appropriate.

8.03 Encourage appropriate authorities to stringently enforce California Motor Vehicle Code Standards relating to noise emission levels and muffler systems.

8.04 Maintain awareness of State and Federal standards or legislation relating to noise and lend support or criticism as appropriate.

8.05 Develop a program designed to reduce railroad noise in residential and noise sensitive areas.

9.00 The City shall develop an effective noise control program that includes:

9.01 An ordinance (a) defining acceptable noise levels based on land use, (b) setting forth monitoring methodology and determiniation of violations, (c) defining exemptions and variance procedures, and (d) delineating enforcement and abatement procedures.

9.02 A public information program to inform City residents of the impact of noise on their lives.

10.00 The City should cooperate with Fresno County to adopt compatible noise control programs.

11.00 The City should work with the County to develop noise contours for the following facilities:

11.01 Major roads classified in the Circulation Element of the City General Plan.

11.02 Stationary facilities which emit noise levels greater than L_{dN} of 60 dBA.

12.00 The Reedley Ordinance Code should be amended as necessary to conform to the intent of this element.

13.00 Periodic review of this element should be undertaken to assure that adopted policies are responsive to changing conditions and technology.

APPENDICES

900 GENERAL PLAN APPENDICES

901 APPENDIX A: ZONING COMPATIBILITY MATRIX

The State requires that consistency exist between the General Plan, which represents long-range public policy, and the Zoning Ordinance, a set of specific legal regulations. The Zoning Compatibility Matrix is a method of defining consistency by comparing each zone district with land use categories set forth in the General Plan. The Matrix illustrates the suitability of the specific zoning districts with the policies specified in the text of the General Plan, thereby making it easier for decision makers to both interpret and implement the General Plan.

The Matrix which follows applies three degrees of compatibility to land use designation and zoning:

1.00 Compatible: Zones which specifically implement the policies specified in the General Plan.

2.00 Conditionally Compatible: Zones which may be compatible with the policies of the General Plan, depending on certain circumstances which may apply.

3.00 Not Compatible: Zones which are inconsistent with the General Plan policies for a particular land use designation.

Although the Reedley General Plan includes territory located both within the City and within the unincorporated area, the Matrix defines consistency only between City of Reedley zone districts and planned urban land uses. The Agriculture and Urban Reserve land use designations which are indicated on the Land Use Plan map have not been included on the Matrix because these designations have been applied only to areas outside the City limits.

Since General Plan policies recommend that the City should amend its Zoning Ordinance to eliminate certain unnecessary existing zone districts and to establish certain new districts, the Matrix incorporates planned new districts and leaves out those districts which are no longer needed. Specifically, the planned new districts shown on the Matrix are the Mobile Home Residential (MHR) overlay zone district, the Residential and Professional Office (R-P) zone district, the Open Conservation (O) zone district, the Public Facilities (PF) zone district, the Designated Floodway (DFW) overlay zone district, and the Flood-Fringe (FF) overlay zone district. Since the Plan recommends that the Highway Commercial (C-H) and Exclusive Light Manufacturing (M-1-X) zone districts be eliminated, these are not shown on the Matrix.

TABLE A-1

ZONING COMPATIBILITY MATRIX

GENERAL PLAN URBAN LAND USE DESIGNATIONS	CONSISTENT CITY OF REEDLEY ZONING																			
	R-A	R-1-12	R-1-9	R-1-7	R-2	R-3	R-3-2	MHR	R-P	C-1	C-2	C-3	M-1	M-2	O	PF	P-1	DFW	FF	PUD
OPEN SPACE															●			○	○	
LOW DENSITY RESID.	●	●						○										○	○	○
MEDIUM DENSITY RES.			●	●	○			○	○									○	○	○
HIGH DENSITY RES.					●	●	●	○	○								○	○	○	○
OFFICE COMMERCIAL									●								○	○	○	○
NEIGHBORHOOD COMM'L										●							○	○	○	○
COMMUNITY COMM'L											●						○	○	○	○
CENTRAL BUS. COMM'L											●						○			○
SERVICE COMM'L												●					○	○	○	○
LIMITED INDUSTRY													●				○	○	○	○
GENERAL INDUSTRY													○	●			○	○	○	○
PUBLIC FACILITIES																●	○	○	○	○

● COMPATIBLE ○ CONDITIONALLY COMPATIBLE ▭ NOT COMPATIBLE

902

APPENDIX B: STREET AND HIGHWAY DEVELOPMENT STANDARDS

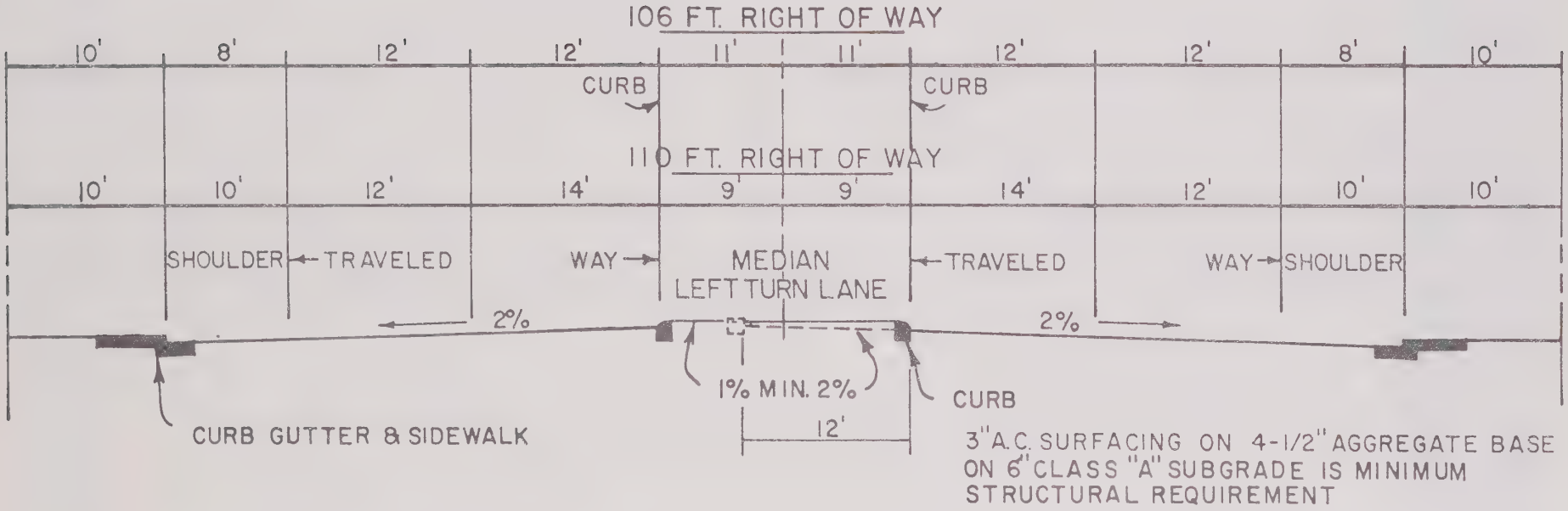
Figures B-1 through B-5 illustrate typical roadway cross sections for major arterials, arterials, collectors, and local streets.

FIGURE B-1

CITY OF REEDLEY
TYPICAL ROADWAY CROSS SECTION

MAJOR ARTERIAL ROAD AND ARTERIAL ROAD

FOUR LANE DIVIDED



Adapted from drawings

by Lars Andersen & Assoc.

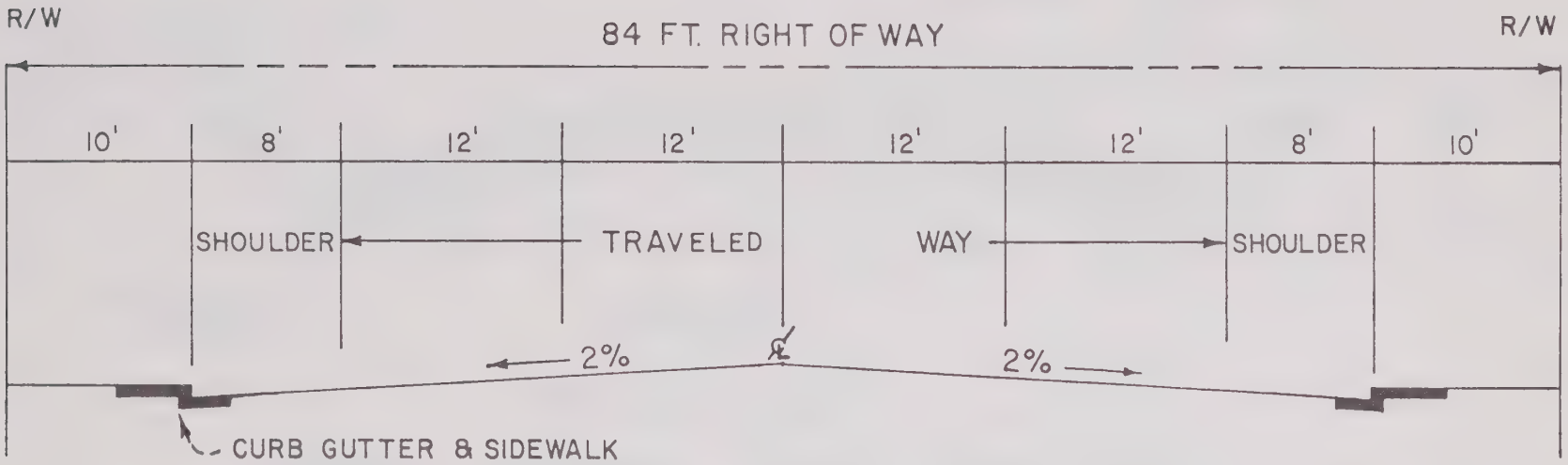
FIGURE B-2

CITY OF REEDLEY
TYPICAL ROADWAY CROSS SECTION

ARTERIAL ROAD AND COLLECTOR ROAD

(NON-INDUSTRIAL)

FOUR LANE UNDIVIDED



3"A.C. SURFACING ON 4-1/2" AGGREGATE BASE ON 6" CLASS "A" SUBGRADE IS MINIMUM STRUCTURAL REQUIREMENT

Adapted from drawings

by Lars Andersen & Assoc.

FIGURE B-3

CITY OF REEDLEY

TYPICAL ROADWAY CROSS SECTION

COLLECTOR ROAD

(INDUSTRIAL)

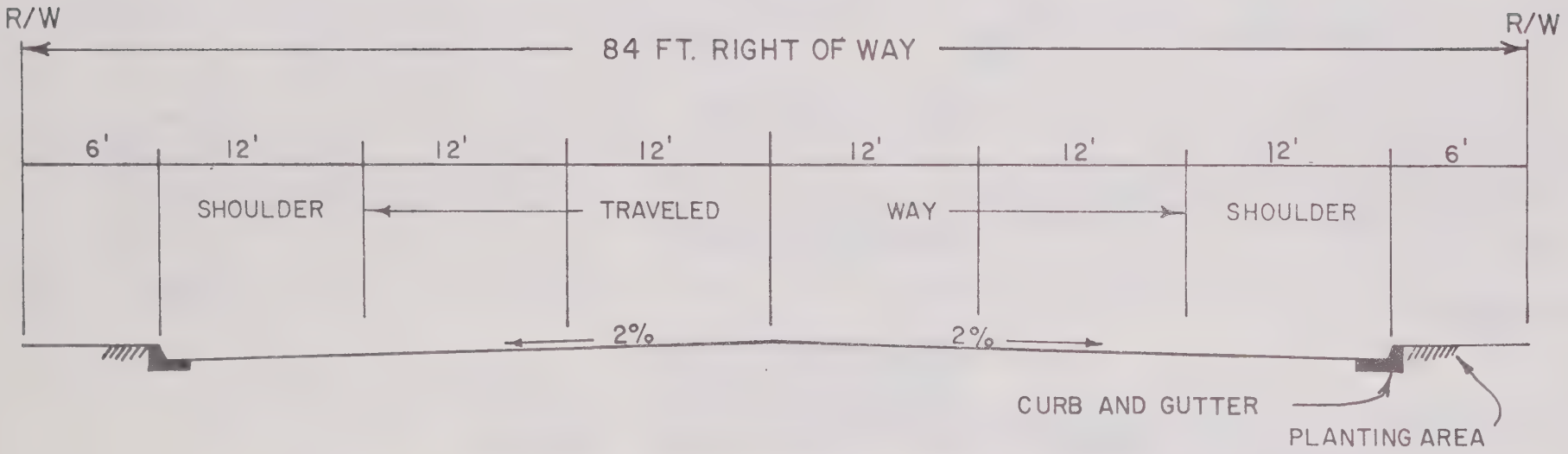


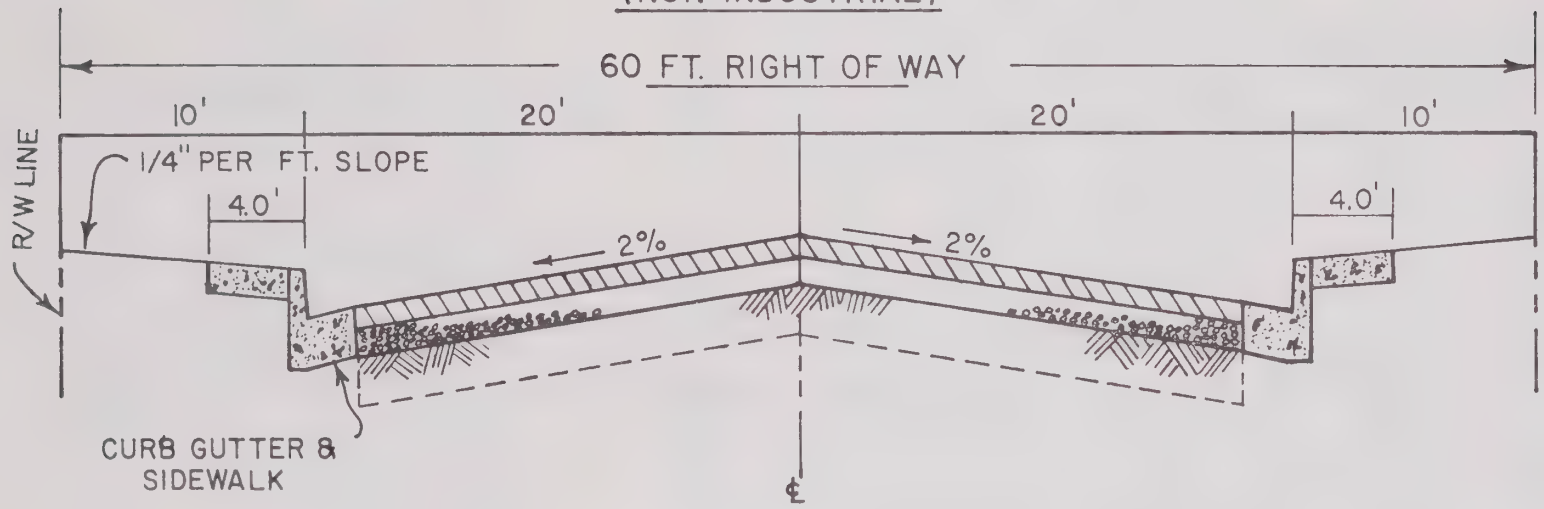
FIGURE B-4

CITY OF REEDLEY

TYPICAL ROADWAY CROSS SECTION

LOCAL ROAD

(NON INDUSTRIAL)



Adapted from drawings

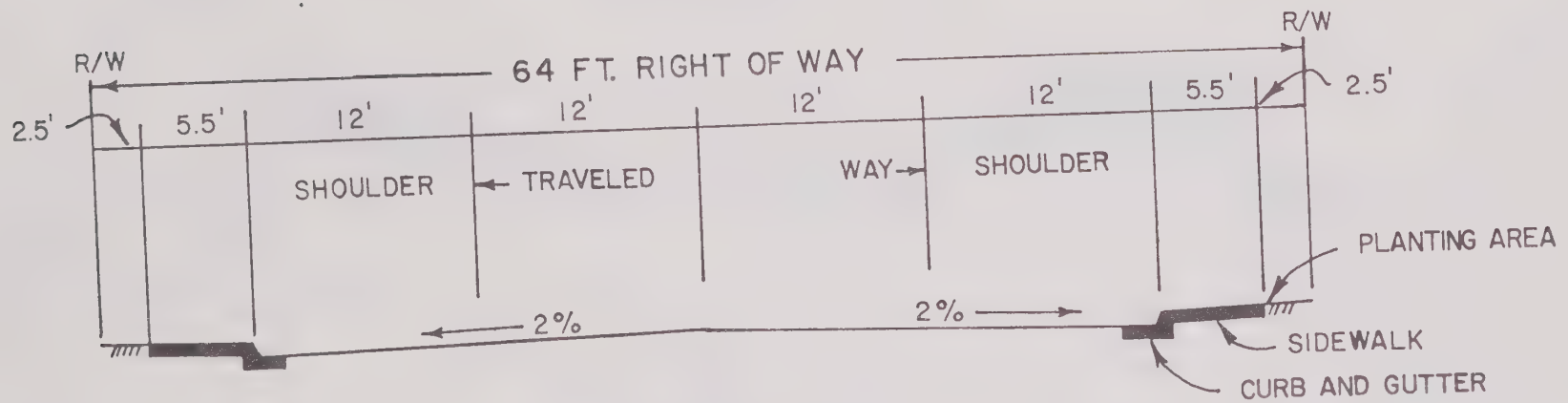
by Lars Andersen & Assoc.

FIGURE B-5

CITY OF REEDLEY
TYPICAL ROADWAY CROSS SECTION

LOCAL ROAD

(INDUSTRIAL)



903 APPENDIX C: BIKEWAYS

903-01: D E F I N I T I O N S

The following definitions reflect the most recent edition of the California Department of Transportation (CALTRANS) Highway Design Manual.

1.00 BIKEWAY: All facilities which explicitly provide for bicycle travel. The bikeway can be anything from an independent grade-separated facility on separate right-of-way to a simple signed street.

2.00 BIKE PATH (Class I Bikeway): A special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of a street or highway right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with guide signing and may also have pavement markings.

3.00 BIKE LANE (Class II Bikeway): A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

4.00 BIKE ROUTE (Class III Bikeway): A recommended route for bicycle travel along an existing right-of-way which is signed but not striped.

903-02: D E S I G N S T A N D A R D S

Standards for the design of the various classes of bicycle facilities shall be based upon: (a) the California Department of Transportation publication entitled, Recommended Minimum General Design Criteria, Mandatory Minimum Safety Design Criteria and Uniform Specifications and Symbols for Signs, Markers, and Traffic Control Devices to be Used in the Development, Planning, and Construction of Bikeways in California; and (b) the Department's Highway Design Manual. These standards are intended to show how the existing road system may be supplemented with facilities or measures specifically designed to enhance the safety and feasibility of bicycle travel.

The remainder of this section presents a summary of State of California standards with respect to the development of bikeways. Refer to the two State publications listed immediately above for a more complete description of the State's bikeway design criteria.

1.00 CLASS I, BICYCLE PATH STANDARDS:

The basic typical cross section for a two-way bike path is an eight-foot paved section within a 14-foot graded area. Five feet is the minimum width for one-way travel. The outside graded area should have a flush junction with the path and slope smoothly and gently away from the path. The minimum lateral clearance to obstruction from the edge of pavement of a bike path is three feet. The minimum clearance to overhead obstructions is eight feet.

2.00 CLASS II, BIKE LANE STANDARDS:

Bike lanes shall be one-way facilities. The widths of bike lanes will vary depending upon the type of street or highway used. Generally, on an urban-type roadway without curbs, the minimum width shall be four feet. Where no other feasible route is available, bicyclists may be allowed use of the outside shoulder of a freeway or expressway. Minimum width of this paved outside shoulder shall be at least four feet and preferably eight feet wide. Grades for all bike lanes shall be that of adjoining roadways.

3.00 CLASS III, BIKE ROUTE STANDARDS:

A Class III bikeway may be established by placing "Bike Route" signs along a road that is to be served by bicycle and motor vehicle traffic. If the road is not wide enough to accommodate bike lanes, it should be considered suitable for bicycle travel only if motor vehicle volumes are fairly light. The grade shall be that of the roadway.

4.00 GEOMETRIC DESIGN STANDARDS:

Widths for bikeways have been discussed under the types of facilities above. Most other geometric features of Class II and III bikeways (design, speed, sight distance, horizontal alignment, etc.) are the same as the streets and highways of which these facilities are a part, and therefore, are usually adequate. But where street and highway standards do not apply, particularly for Class I bikeways and sometimes for Class II and Class III bikeways, specific standards for these geometric features have been established. A detailed explanation of these standards can be found in the Highway Design Manual and in the Recommended Minimum General Design Criteria, Mandatory Minimum Safety Design Criteria and Uniform Specifications and Symbols for Signs, Markers, and Traffic Control Devices to be Used in the Development, Planning, and Construction of Bikeways in California. Both publications are prepared by the California Department of Transportation.

5.00 INTERSECTIONS:

Intersection design is critical. Intersections with cross streets pose difficult bikeway design problems. Most car-bicycle accidents

occur at these locations. Operating conditions at intersections should be improved through signs, pavement marking, traffic signals, law, and education.

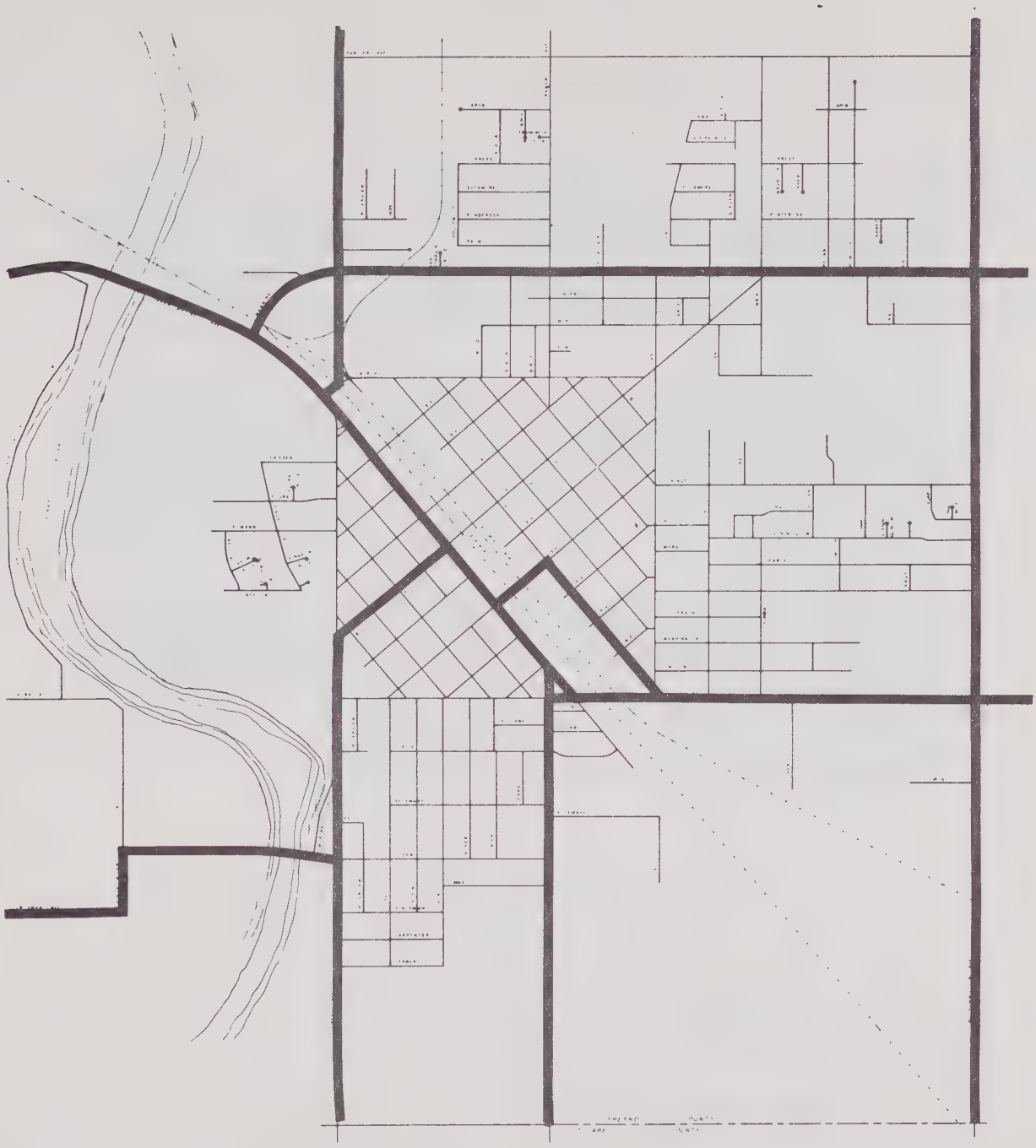
Signs and pavement markings can alert motorists to the presence of a bikeway and to potential conflicts at intersections. Pavement markings can also delineate the exact location of the bikeway. Where appropriate, traffic signals can assign rights-of-way. Laws and ordinances can clarify the respective rights of cyclists and motorists where their paths cross, or on shared facilities. Education can enable drivers to adapt better to traffic mix that includes bicycles and can also help newer cyclists to perfect their skills.

The precise details and standards used for signing, marking, and electrical installation should be as required under the Standard Bicycle Route Signs and Markings developed and approved by the California Traffic Control Devices Committee and subsequently adopted by the California Department of Transportation. These standards are included in the California Department of Transportation Recommended Minimum General Design Criteria, Mandatory Minimum Safety Criteria and Uniform Specifications and Symbols for Signs, Markers, and Traffic Control Devices to be Used in the Development, Planning, and Construction of Bikeways in California.

APPENDIX D: TRUCK ROUTES

Planned truck routes are indicated on Figure D-1.

FIGURE D-1



LEGEND

PLANNED TRUCK ROUTES

REEDLEY GENERAL PLAN

TRUCK ROUTE PLAN

JUNE 1977

NORTH

0 1/8 1/4

MILES

905 APPENDIX E: OPEN SPACE ELEMENT

905-01: OPEN SPACE STANDARDS

The open space standards listed below were included in the Regional Open Space Plan for Fresno County. The standards are based on a survey of numerous standards prepared by various levels of government. Those standards which were generally acceptable to all agencies were then tempered to fit the needs and demands of the Fresno County region.

The Regional Open Space Plan includes a list of both regional and local open space acreage standards. The local standards apply to an open space resource serving only the people of one locality, the locality ranging in size from a city to an immediate neighborhood. The local standard is, therefore, the most applicable for a study of recreation needs in the Reedley area.

More specifically, for an urban area having a population of less than 50,000 people, the acreage standards in the Regional Open Space Plan recommend a total of 22 acres of local open space per 1,000 population. The acreage is allocated as follows: eight acres to public parks and recreation, seven acres to private recreation facilities, five acres to green space, and an additional 10 percent should be available for summer activity.

TABLE E-1

LOCAL SPATIAL STANDARDS

Public Parks & Recreation	8	
Private Recreation	7	
Green Space	5	
SUB TOTAL	20	
Intensive Summer Activity	(+10%) 2	
TOTAL		22

Source: Regional Open Space Plan, 1973

905-02: D E F I N I T I O N S

1.00 PUBLIC PARKS AND RECREATION FACILITIES: are open space areas which are open to the public with a non-prohibitive fee or no fee. Such parks would, depending upon the service area, include recreational areas for active and passive recreation and natural, aesthetic, and cultural areas. School playgrounds and associated recreational facilities available for public use would be a part of this category.

2.00 PRIVATE RECREATION FACILITIES: are open space areas restricted to a select group of persons. It includes country clubs, hunting and fishing clubs, dude ranches, camping areas, and common useable open space in planned unit developments and apartment complexes. It does not include required rear, front, or side yards.

3.00 GREEN SPACE: is open space other than that used for recreation which provides for the health, welfare, and well-being of the population. Such areas include open space used for conservation, for guiding and shaping urban development, for providing flood protection, for providing visual and auditory amenities, and for cemeteries.

906 APPENDIX F: SAFETY AND SEISMIC SAFETY ELEMENTS

906-01: D E F I N I T I O N S

1.00 ACCEPTABLE RISK: Level of risk below which no specific action by local government is necessary.

2.00 AVOIDABLE RISK: Risk not necessary to take because alternative means are available to achieve individual or public goals without taking the risk.

3.00 CRITICAL FACILITIES: Critical facilities include such facilities as schools, hospitals, dams, fire and police stations, bridges, radio stations, sewage treatment plants, electrical substations, government buildings, etc. These facilities are defined as those structures that fall within one or both of the following criteria:

a. The failure of the structure would present a high degree of danger to a large number of people.

b. The failure of the structure would severely impair the ability of the community to respond in an emergency or severely impair the continued delivery of essential services.

4.00 DESIGNATED FLOODWAY: The channel of a stream and that portion of the adjoining flood plain required to reasonably provide for the passage of floodwaters of a given magnitude.

5.00 EXPANSIVE SOILS: These are "shrink-swell" soils which greatly increase in volume when they absorb water and shrink when they dry out.

6.00 FIVE COUNTY SEISMIC SAFETY STUDY: Seismic safety study prepared for Fresno, Kings, Madera, Mariposa, and Tulare Counties entitled Five County Seismic Safety Element, Part I - Technical Report, and Part II - Summary and Policy Recommendations, April, 1974. This study provides the technical basis for the City Seismic Safety Element.

7.00 FLOOD-FRINGE AREA: Land subject to inundation by a 100-year flood but excluding the Designated Floodway.

8.00 FLOOD PRONE OR FLOOD HAZARD AREA: Land subject to inundation by a 100-year flood.

9.00 FLOOD OR FLOODING: A general and temporary condition of partial or complete inundation of normally dry land areas from the overflow of streams, rivers, or other inland water.

10.00 FLOOD, 100-YEAR: The 100-year flood is the highest level of flooding that, on the average, is likely to occur once in every 100 years, (i.e., that has a one (1) percent chance of occurring each year).

11.00 FLOOD-PLAIN MANAGEMENT: The operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood-control works, and land use and control measures.

12.00 FLOODPROOFING: Any combination of structural and non-structural additions, changes, or adjustments to properties and structures which reduce or eliminate flood damage to lands, water and sanitary facilities, structures, and contents of buildings.

13.00 GRADING: Any act by which surface soil, rock, or mineral matter is uncovered, removed, displaced, or relocated including the removal of vegetative cover, excavation, and land fill.

14.00 HAZARD AREAS: Geographic locations within the Planning Area recognized as having unique characteristics that make the area potentially threatening to human life and property.

15.00 PRELIMINARY SOIL REPORT: A preliminary soil analysis and report, as required by Section 17953 of the Health and Safety Code and as defined in Section 8-34-14 of the City Code, covers all soil fills and any soil problem that might lead to structural defects as herein defined. The report is prepared by a civil engineer.

16.00 SLOPE: The degree of ground surface inclination which is expressed as a percentage of vertical distance to horizontal distance.

17.00 SOIL INVESTIGATION: A detailed soil analysis and report, as required by Section 17954 of the Health and Safety Code and Section 8-34-14 of the City Code, that recommends corrective action to prevent structural defect, as herein defined. Such a report is prepared by a civil engineer.

18.00 STRUCTURAL DEFECTS: Defects or damages caused in any structure or improvement and not necessarily limited to buildings or dwellings unless the context so indicated.

19.00 SUBSTANTIAL IMPROVEMENT: Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the actual cash value of the structure.

20.00 UNACCEPTABLE RISK: Level of risk above which specific action by local government is deemed to be necessary to protect life and property.

907 APPENDIX G: NOISE ELEMENT

907-01: CHARACTERISTICS OF NOISE

Noise is defined as any unwanted sound, sound being a form of energy transmitted by pressure waves. Hearing is the result of sound waves striking the eardrum and causing it to vibrate. The major aspects of sound are: the source of the vibration, the transmission of the vibration, and the perception of the vibration. Sound waves have two major dimensions: frequency (or pitch) and amplitude (or intensity).

Frequency is expressed in terms of "cycles per second" or "Hertz," and is measured by the number of sound waves passing a point in a given period of time. Amplitude is a measure of the height or depth of sound waves, and its dimension is the decibel (abbreviated dB). A decibel is a relative quantity based on human hearing; the reference level for the decibel scale, 0 dB, is the weakest sound which a person with very good hearing can detect in a quiet place. Technically speaking, the decibel scale is measured in logarithmic units rather than linear units; an increase from 50 to 60 dB represents a tenfold or 1,000 percent increase in sound pressure intensity. The human ear, however, perceives an increase from 50 to 60 dB as a doubling, or a 100 percent increase in loudness.

A number of measurement techniques or scales have been developed to describe noise and to account for the human response to noise. These scales define noise exposure or the integrated effect of a number of different noise levels with varying time-durations. The techniques used in the Noise Element are Day-Night Average Sound Levels (L_{dN}), and the level exceeded for 10 percent of the total time (L_{10}) and 50 percent of the total time (L_{50}). Sound-level meters, which measure loudness, weigh the intensity of sound waves on one of three scales: A, B, or C. A-scales are utilized in current State and local ordinances because they provide a better indication of loudness and annoyance as subjectively experienced by the human ear than the B- and C-scales. The human ear is generally less sensitive to sounds in the lower and higher frequencies. The A-scale network is designed to filter out the correct amount of sound pressure so that it is an instrument equivalent to the human ear.

The most pronounced physiological effect of excessive noise is hearing impairment. Noise-induced hearing loss raises an individual's hearing threshold, which is the degree of loudness at which he first begins to hear. Hearing loss is dependent on noise level exposure, duration, frequency of exposure to the noise, and certain elusive qualities which make some people more susceptible to noise-induced hearing loss than others.

Noise plays a key role in sleep interference and creation of physiological stress reactions, reactions that humans often suffer while not recognizing the cause. Noise is capable not only of arousing a sleeping individual, but can produce sub-aroused states of sleep that result in physiological fatigue the following day. Physiological stress reactions that occur in noisy environments often result from frustration that occurs when noise interferes with, or distracts from some other activity. These reactions are manifested in such ways as anxiety, constrained and explosive rage, irritability, and energy-draining tension.

907-02: D E F I N I T I O N S

1.00 ACOUSTICS: (a) The science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible. (b) The sum of the physical qualities which determine the value of an enclosure (as an auditorium) to distinct hearing.

2.00 AMBIENT NOISE: The all-encompassing noise associated with a given environment.

3.00 ATTENUATION: Decrease in sound level, as when the observer increases his distance from the source; can be calculated in air by using the inverse first power law for pressure.

4.00 A-WEIGHTED SCALE: A sound measurement scale which corrects the pressures of individual frequencies according to human sensitivities. The scale is based upon the fact that the region of highest sensitivity for the average ear is between 2,000 and 4,000 Hz. The unit is decibel (A) or just dB (A).

5.00 DAY-NIGHT AVERAGE SOUND LEVEL (L_{dN}): A measure of the cumulative noise exposure in the community, with greater weight applied to nighttime periods. Day is defined as 7:00 a.m. to 10:00 p.m., and this period has a weighting factor of one; while night is from 10:00 p.m. to 7:00 a.m. and has a weighting factor of ten.

6.00 DECIBEL: The unit of sound pressure level expressed by the formula $SPL = 20 \log_{10} (P/P_0)$. (See Sound Pressure Level.) One decibel (dB) is the approximate minimum change of sound pressure level detectable by the average human ear.

7.00 FIXED SOURCE: A stationary noise generator such as a manufacturing plant.

8.00 FREQUENCY: The number of oscillations per second of a wave of sound or a vibrating solid object.

9.00 HERTZ: A unit for expressing frequency. One Hertz (abbreviated Hz) equals one cycle per second.

10.00 IMPULSE NOISE (IMPULSIVE NOISE): Noise of short duration (typically, less than one second) especially of high intensity, abrupt onset and rapid decay, and often rapidly changing spectral composition.

11.00 LOGARITHM: The exponent that indicates the power to which a number is raised to produce a given number. That is, the logarithm of 100 to the base 10 is 2, and 10^2 is equal to 100.

12.00 LOUDNESS: A listener's perception of sound pressure incident on his ear.

13.00 L_{10} or L_{50}: L_{10} is the level of noise exceeded ten percent of the time. L_{50} is the noise level exceeded 50 percent of the time.

14.00 NOISE: Unwanted sound; sound which lacks musical quality; sound which conveys no useful information to the listener.

15.00 NOISE CONTOURS: Lines passing through points where the same sound level prevails.

16.00 NOISE IMPACT ZONE: An area subject to an L_{dN} of greater than 60 d_{BA}.

17.00 NOISE SENSITIVE RECEIVERS: Land uses that require lower ambient noise levels such as schools, parks, hospitals, and convalescent homes.

18.00 SOUND PRESSURE LEVEL: A quantity, expressed in decibels, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of this sound to the reference pressure. The reference pressure is P_0 = 20 micropascals. The formula is $L = 20 \log_{10} P/P_0$.

TABLE G–1

REGULATIONS AND GUIDELINES

Act/Code/Guideline	Authority	Responsible Agency	Purpose	Comments
I. Federal				
A. National Environmental Policy Act of 1972	PL 91-90	Designated Federal Agencies	Requirement to Address Noise in Environmental Impact Statements	
B. HUD Noise Assessment Guidelines	PL 89-174	Housing and Urban Development	Land Use Policies and Criteria for funding	
C. Noise Control Act of 1972	PL 92-574	Environmental Protection Agency	Mandates Establishment of Limits for Major Noise Sources	Enabling Document
1. Aircraft Noise Standards	PL 92-574	Department of Transportation and EPA*	Evaluation of Existing Standards and Establishment of Additional Measures	
2. Railroad Noise Emission Standards	PL 92-574	Department of Transportation and EPA*	Noise Level Emission Regulations for Surface Carriers in Interstate Commerce by Railroad	Proposed
3. Motor Carrier Noise Emission Standards	PL 92-574	Department of Transportation and EPA*	Noise Level Emission Regulations for Interstate Motor Carriers	
4. Products Distributed in Commerce	PL 92-574	Environmental Protection Agency	Noise Emission Standards for Construction, Transportation and Electrical Equipment and Motors	Priorities Have Been Established and Standards Are Being Developed for Priority Items
D. Federal Aviation Regulation Part 36	PL 85-726 and PL 90-411	Department of Transportation	Noise Standards: Aircraft Type and Airworthiness Certification	
E. EPA Levels Document	PL 92-574	Environmental Protection Agency	Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety	Guideline
II. State				
A. Report to the Legislature on the Subject of Noise	Assembly Concurrent Resolution 165, 1970	State Department of Health	Identifies Sources of Noise Pollution and Recommends Means of Control	Enabling Document

*Established by EPA and Enforced by DOT

Act/Code/Guideline	Authority	Responsible Agency	Purpose	Comments
B. Environmental Quality Act of 1970	Public Resources Code 21060	Designated State and Local "Lead Agencies"	Requirements to Address Noise in Environmental Impact Reports	
C. Subdivision Map Act of 1967	Business and Profession Code 11549.5	Governing Bodies of Cities and Counties	Requires Consistency With General and Specific Plans	
D. Noise Element of the General Plan	Government Code 65302(g)	Local Planning Agencies	Land Use Planning Criteria Based on Noise Compatibility	
E. Noise Control Act of 1973	Health and Safety Code 39800 et. seq.	State Department of Health	Establishes State Office of Noise Control and Duties Thereof	
F. California Venicle Code		California Highway Patrol and Local Police Agencies	Acceptable Noise Limits for Vehicles	Need for Local Enforcement
	1. Section 23130	California Highway Patrol and Local Police Agencies	Operational Vehicle Noise Limits by Categories	
	2. Section 23130.5	California Highway Patrol and Local Police Agencies	Vehicular Noise Limits	Based on Vehicle Type and Speed of Vehicle
	3. Section 27151	California Highway Patrol and Local Police Agencies	Prohibits Modifying Muffler System If Manufactured Noise Level Is Increased	Does Not Require Testing
	4. Section 27160	California Highway Patrol and Local Police Agencies	Noise Emission Level Limits for New Vehicles	Exempts Off-Highway Motor Vehicles
	5. Section 38275	California Highway Patrol and Local Police Agencies	Requirement of Mufflers for Off-Road Vehicles and Sale of New Vehicles Exceeding Special Noise Levels	Exempts Off-Highway Vehicles Operating In A Sanctioned Event
G. Regulation of Airports	Public Utilities Code 21669 et. seq.	Department of Aeronautics (CALTRANS)	Standards for Operation of Aircraft and Aircraft Engines	Cannot Preempt Federal Regulations
H. Noise Standards - Aircraft	Public Utilities Code Title 4, Subchapter 6	Department of Aeronautics	Noise Standards for Aircraft and Airports	Does Not Preempt Federal Standards
I. Motorboat Noise Regulations	Harbors and Navigation Code 654 et. seq.	State Department Navigation and Ocean Development and Local Police Agencies	Establishes Necessity of Mufflers and Operational Noise Levels	Exempts Motorboats Participating In A Sanctioned Event

Act/Code/Guideline	Authority	Responsible Agency	Purpose	Comments
J. Control of Freeway Noise In School Classrooms	Streets and Highways Code 216	State Department of Transportation	Acceptable Levels of Classroom Noise for Schools Located Near Freeways and Responsibility for Correction	Addresses Existing and Proposed Freeways
K. CALTRANS Policy and Procedure	Number P. 74-47	State Department of Transportation	Reduction of Freeway Noise to Specified Standards on New Construction and Special Cases of Existing Freeways	
L. Noise Insulation Standards	Administrative Code Title 25, Section 1092	State Department of Housing and Community Development and Local Building Departments	Standards for Proposed Multiple Family Dwellings Located in Noise Impacted Areas	
M. Sound Transmission Control	Uniform Building Code Section 3501	State Department of Housing and Community Development and Local Building Departments	Requirement of Airborne Sound Transmission Loss of Building Partitions	
III. Local				
A. Fresno County Ordinance Code				
1. Title 9 - Dog Licensing and Control	Section 9.04.210	Not Specified	Prohibits Habitual Barking or Howling Dogs	Enforcement Agency and Procedures Not Specified
2. Title 10 - Public Peace, Morals, and Welfare	Section 10.24	Sheriff's Department	Prohibits Loud and Raucous Noise from Being Emitted from Public Highways or Thoroughfares, or From Any Aircraft	Limits Not Specified, Restricted to Thoroughfares; Enforcement, and Abatement Procedures Not Specified
3. Title 11 - Vehicles and Traffic	Section 11.40.040	Sheriff's Department	Prohibits Operation of Off Highway Motor Cycles and Motor Bikes Within One-quarter Mile of Sensitive Receivers	No Noise Limits Specified: Difficult to Enforce
B. Reedley City Code	Section 5-1-10 Disturbing the Peace	Police Department	Prohibits Disturbing Peace by Loud or Unusual Noises	Limits Not Specified
	Section 5-1-23 Loudspeaker or Sound Trucks	Police Department	Prohibits Use of Sound Trucks Without Prior Police Approval	No Noise Limits Specified
	Section 5-3-18(A) Dogs	Not Specified	Prohibits Habitual Barking or Howling Dogs	Limits Not Specified
	Section 6-2-8	Not Specified	Prohibits Use of Vehicle Without Muffler	